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The Hongkong Telegraph

FOUNDED 1851
No. 21,550
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STORE BURGLED.

WHITEAWAY'S AGAIN VICTIMS.

HOLE IN WALL.

Another startling city burglary was carried out last night, when the premises of Messrs. Whiteaway, Laidlaw and Co. were entered, and, although it is as yet too early to ascertain the value of the goods that have been stolen, the figure is thought to total some thousands of dollars. This is the third occasion on which this store has been burgled within a period of eighteen months.

This time the robbers gained entrance by knocking a hole in a brick wall, just big enough for a small man to squeeze through, and it seems that the loot was taken out of the building through this hole. At the back of the lift, there is a small space containing a safe, which is bounded by a small, narrow passage and a wall. On the other side of the wall is another passage, which has been converted into a godown, where a deal of rubbish is dumped. Owing to the fact that this rubbish is of no value, the passage is not closed. It was from this outer passage that the thieves made their attack on the wall, and, judging by the width of the wall, which is about one foot, it must have taken the cracksmen an hour or two to cut through it.

In common with the other robberies which have been carried out in the city during the last few weeks, it seems very likely that the thieves had a good knowledge of the main features of the building. This is illustrated by the fact that they evidently went straight to the counters and shelves where the most valuable goods were kept, whilst articles of little value or use were not touched.

A clean sweep was made of silk articles, especially handkerchiefs, socks, and scarves. Several glass cases were also cleaned out of watches, fountain pens, and other valuable things, and in one case a solitary fountain pen was left. The ladies' department was untouched, but a roll of sixty yards of "Waydella" flannel was taken. This flannel is sold only by this firm in the East, and as the tab, which was attached to the material has been left behind, the police will probably find it to be a useful clue.

On the upstairs floor, less had been taken than on the ground floor, but it was discovered that an attempt had been made to open the office safe which is in the room of the manager, Mr. A. O. Smith. There were unmistakable signs of a blow-lamp having been used without success, and the thoroughness with which the burglars went about the job is shown by the fact that they utilised a spirit lamp, generally used by the employees, with which to heat their implements. Finding that they could make no impression on Mr. Smith's safe, they went downstairs, and made an attack on the stock safe, but were again unsuccessful.

Upstairs, a number of small tools, screw-drivers, and files have been found, apparently brought along by the burglars for the purpose of opening the cases, and in one case a pair of scissors, belonging to the establishment, had been used to prise open a case. The discovery that a robbery had been carried out was made by the Manager when he entered the shop this morning at half past eight. The police were informed and were making investigations early this morning.

A Telegraph representative, who visited the premises this morning, was immediately struck by the fact that there was very little disorder among the various goods, and at a first glance it would hardly appear that any-

THE CANTON-KOWLOON RAILWAY.

TROOP MOVEMENTS STOP SERVICE.

Y NEW CAMPAIGN?

After a fairly lengthy period of regular service, the time-table as regards the Chinese section of the Kowloon-Canton Railway has again undergone a change. Yesterday a hitch occurred in the usual daily services, and on enquiries a Telegraph representative was informed that this was due to military activity from Canton.

It appears that troops are now being entrained in great numbers from Canton to Chung Mok Tau, at which point they are being detrained and marched into the East River district, in pursuance of a new military operation, of which the purport has not been made clear.

It is said, however, that the troops thus brought up from Canton are being massed against the Fukien frontier, and military experts see in this the possibility of a new campaign against one or other of the Northern provinces.

DARING ROBBERY.

ARMED MEN RAID BANK.

Posing as customers bearing a letter of introduction, five robbers committed a daring armed robbery yesterday afternoon at 4 o'clock, the premises entered being those of the Fook Chun Hang native bank on the first floor of No. 4, Wing Wo Street. The production of a letter of introduction by the men terrified the proprietor and his clerk into submitting to the process of being bound and gagged, after which the robbers ransacked the premises and decamped with about \$300 worth of jewellery and over \$7,000 cash.

Search parties were sent out by the police last night and a particular watch was kept at the ferry wharves and all points of exit from the island. Chinese were also searched in the streets and on the trams, but no arrests have been made up to the present.

thing untoward had occurred. The first thing to be observed was a number of boxes lying on the floor just inside the doorway, and on a closer inspection, several empty cases were noticeable, whilst there was some litter in various parts of the store. The small passage where entrance had been gained was covered with plaster and small pieces of brick. The firm employ two Indian watchmen at night, and the thieves must have worked very quietly indeed not to have attracted their attention. On the right hand side of the main entrance, there is a big clock, with a dial worked by electricity, and it is the duty of the watchman to press four buttons, placed on four sides of the building, as he makes his circuit. Every time a button is pressed, the pressure is registered on the electric dial of the clock, so that it can be seen whether the watchman has been carrying out his duties. That the watchman was doing his work properly seems to be shown by the fact that the dial shows that he made his usual rounds, and the problem is rendered all the more puzzling by the fact that one of these buttons is situated at the place where the robbers got in.

Judging by the skillful and successful manner in which burglaries have been recently carried out in the Colony, it seems that there is in existence a well-organised gang, who are adept at getting inside information of places where valuable goods can be stolen. The police are making exhaustive enquiries and investigations, and it is to be hoped that the gang will soon be laid by the heels.

BOLD BANDITS.

CELEBRATIONS IN CHINESE CITY.

SBARING THE SPOILS

At the invitation of the notorious bandit leader, Hu Nam, a meeting of the Bandit Association of Kwangtung (Sze Yap branch) was recently held at Kung Wo, in the Haiping District, attended by all the noted brigands of the surrounding district, and it was unanimously decided to appoint their host, Hu Nam, chieftain for the ensuing year.

On further discussion it was resolved that all unemployed bandits shall receive forty cents a day for necessities whilst so unemployed, while, when booty is secured, the same shall be divided between the chieftain and the actual participants in the proportion of 20 per cent. to the chieftain, and 80 per cent. amongst the others.

This is not exactly the form in which the news came into our hands, but it appears that, openly flouting all authority, a notorious brigand chief by name Hu Nam, walked into the small township of Kung Wo, ordered the erection of a large bamboo theatre, and invited the leading bandits of the Sze Yap district to a dinner and entertainment. The entertainment, spent largely in the theatre, continued over four days, at the end of which the bandits sat in conference, quite openly, and appointed Hu Nam their chieftain. The other resolution detailed above was also passed.

A correspondent, commenting on the facts, says that it shows clearly the pass to which things in the interior of Kwangtung have come when bandits can come out openly and celebrate. It is almost time he adds the Canton Government sent a punitive expedition to the Sze Yap district in an attempt to at least shake the confidence of such persons as Hu Nam.

ECHO OF HAYLEY MORRIS CASE.

BILL TO REVISE COURT SENTENCES.

London, Feb. 19.

A sequel to the recent Hayley Morris case was heard in the House of Commons when a Bill to increase the powers of a Court to inflict punishment in the case of certain crimes was presented for its second reading by Mr. W. Greaves-Lord, K. C. (Conservative).

The main object of the Bill is to empower the substitution of penal servitude for consecutive terms of ordinary imprisonment. The Home Secretary supported the Bill and said it was quite possible he would shortly ask the House to review the whole of question of penology. He would suggest to the committee considering the Bill that such sentences to be imposed by a judge be limited to ten years penal servitude or five years if tried by Quarter Sessions. Opposition to the Bill was based on disagreement with any policy of increased sentences of imprisonment. The measure was read a second time by 123 votes to 98.—*Reuter.*

TO-DAY.

Dollar on demand 2s.4.7/16d.
Lighting-up..... 6.22 p.m.

THE LIBERAL LAND PROPOSALS.

SPLIT IN PARTY AVERTED.

COMPROMISE REACHED.

Rugby, Feb. 19.
An important compromise on the Liberal land proposals, which will, it is believed, mean averting of a Liberal split on the proposals, was reached at the Liberal Conference to-day. The agreement resulted from a private consultation held in an ante-room between twelve leading delegates, including Mr. Lloyd George. The Conference cheered vociferously when the compromise was announced.

While the Conference was still sitting, news arrived that a prominent member of the party, Commander Hilton Young, had decided to secede from the party, owing to the land proposals, and call himself an Independent. Commander Hilton Young was Financial Secretary to the Treasury in Mr. Lloyd George's Coalition Government and was afterwards Chief Liberal Whip. He was one of the party's soundest commercial advisers. Only last evening he made in Parliament one of the best informed speeches on Iraq, which he had recently visited.—*British Wireless.*

BRITISH TRADE.

DUKE OF YORK'S INTEREST.

Rugby, Feb. 19.
H. R. H. the Duke of York visited the British Industries Fair at Birmingham this afternoon. He showed great interest in the various exhibits and, on leaving, said how much he was impressed by the excellent work which the fair was doing for British trade.

In the morning, His Royal Highness had visited important factories in Birmingham. At luncheon given by the Chamber of Commerce, the Duke said:—"As President of the Industrial Welfare Society, I wish to assure you of my deep interest in industry and everything connected with it. I have visited, and hope to continue visiting, factories of all kinds throughout the country in order to see conditions for myself."—*British Wireless.*

PRINCE AT SMITHFIELD.

A MORNING WITH THE BUTCHERS.

Rugby, Feb. 19.

H. R. H. the Prince of Wales and his younger brother, the Duke of York were to-day both giving further evidence, if any were needed, of their active interest in the industries of the country and in the conditions under which they are carried on.

The Prince of Wales surprised London's Central Meat Market at Smithfield by an informal visit at the early hour of half-past seven. He was immediately recognised by the market workers who gave him a cordial reception. Porters thronged round and cheered. Some of the men put down the carcasses of beef which they were carrying and pressed forward to shake him by the hand, and salesmen banged their cleavers in their cutting up blocks by way of greeting.

The Prince proceeded to visit several of the stalls where he asked innumerable questions about the meat trade particularly regarding produce from the overseas Dominions. He watched every stage in the preparation of meat for the retailer and inspected the up-to-date refrigerating arrangements of the market. Before he left the Prince drank a cup of coffee at the bar of the market tavern used by salesmen and porters. He left amid a great ovation.—*British Wireless.*

WAB RUMOURS.

WILL CANTON ATTACK KIANGSI?

YUNNAN POSITION.

In view of the frequency of the reports that the Canton Army intends to advance on Kiangsi, a staff officer has given it as his opinion that in the event of the two provinces coming to a clash, the Canton Army could over-run Kiangsi in a month, as the Kiangsi Army is badly equipped and the Provincial Treasury would not be able to finance a war for even one month. It is said that the Kiangsi Army consists of nine Divisions, but that each Division is only about half strength. Out of these, only three-quarters of the men are armed, and most of the arms are out-of-date Mauser rifles. There is only one Division—the 1st Division—which is up to standard. The Division is stationed at Kiukiang, and along the road to Nanchang, the capital of the Province.

THE KWANGSI TROOPS.

In his recent report to the Canton Government, General Li Chai-sun specially mentioned the distinguished services which General Yu Chok-pak, of the Kwangsi Unit, had rendered in the southern campaign, and more particularly his work in the suppressing of banditry and in restoring order and trade to normal conditions in the two districts of Linchow and Yumchow. He stated that at the conference at Wuchow the question of giving further active service to General Yu Chok-pak was favourably received, and now, in view of the report of his distinguished services both on the battle-field and in time of peace, the Military Council, it is said, has already earmarked him for active service against Yunnan. In this connection, a report from another source says that orders have been given to General Yu to lead his unit back to Kwangsi and take up a position at a certain important strategic point.

SEQUEL TO HAINAN FIGHT.

A report from Kiangchow states that the remnants of Tang Poon-yun's army, numbering from three to four thousand men, after their defeat by the Canton Army at Lum Ko, retreated towards the mountains. The Local Guards fearing these defeated troops would cause further troubles to the inhabitants, decided to co-operate with the Canton Army. Advancing to attack the defeated troops and feigning defeat, the Local Guards led the troops to a certain place where they were completely enveloped by the Canton Army, with the result that the troops surrendered unconditionally and were made prisoners. As these prisoners were mostly from Yumchow and Linchow, they have been repatriated to their homes on parole.

KWANGSI'S FUTURE.

In connection with the recent conference at Wuchow, and the assumption of the office on the Committee of the Canton Government by Generals Li Chung-yan and Wong Shu-hung, a report to hand states that Kwangsi province now form an integral part of the Nationalist Government under the control of the Kuomintang, and that the Provincial Government is therefore being reorganized on the committee system, as prescribed in the constitution of the Kuomintang. The administration of the Provincial Government comprises seven bureaux and five offices. The new organization divides the province into five municipalities, for administration of civil affairs, and seven military districts, which are to be the headquarters of the General Officers Commanding the troops stationed in each circuit. This organization is a little different from that of Kwangtung on account of local conditions, which require more military posts to be established than centres for the administration of civil affairs.

Bulls and Inners

From the Office Butts.

From Scottish Volunteer Officers—"Bulls and Inners will be established in Paris. We thought count as bulls." Flattery indeed.

What about a Jazz Corps and make Volunteering really popular?

Since the German reply the Italian Prime Minister has been Muzzling.

To some people education can be almost as expensive as ignorance.

Our footballers have learned that the Hongkong man who goes to Shanghai is liable to suffer many penalties.

Womenfolk are coming to the fore. A contemporary advertises that Mrs. Edwin Gardner will be the tenor singer at a coming concert.

If they wore bathing-suits when steeplechasing, possibly more girls would take up the sport.

We understand that, should a certain distinguished visitor arrive here, the Kowloon Y.M.C.A. will have a Yapp on the roof garden.

The author of the suggestion to provide Hongkong police with Ford's, apparently wants to make it a rattling good force.

"Some spoke of Epsom," said a local resident when referring to the first Fanning Race Meeting. We noticed a couple of typical "old salts" ourselves.

Some of our amateur propagandists are too loquacious. Yes, and besides that, they talk too much.

Many people who drop into politics often get in over their depth.

The only things now going cheap are 1925 calendars.

What Hongkong needs is a decrease in unemployment amongst those who have jobs.

The man who says the Colony is going to the dogs is often merely snarling.

MacWhirter says the most anxious time after marriage is on the way have from the Club.

When the history of the Great Strike comes to be written, we hope due prominence will be given to the manner in which our peace prize winners and bobbed hair barbers did their bit.

These days a peace advocate is seldom full of his subject.

The little boy who has been blowing the police whistle on the Peak, would probably be quite sorry if the Wolfe did appear.

If all the Oxford trousers in Hongkong were stretched out sideways, they would reach from one side of Battery Path to the other, provided the owner didn't object.

"Tinted" complexions are coming in," says a beauty hint. On the other hand we've seen a few coming off.

If you don't care for antiques, watch the comrade who sells eggs cheaply.

The man who marries to settle down often finds it hard to settle up.

The difficulty of telling how the situation will end is about as bad as explaining how it didn't.

What we need in the matter of this boycott is a lassatorium.

After all, these singular sort of girls are easily altered.

Patriotism should be enlarged to include jury service, and not so much back chat either.

A School of Marriage has been established in Paris. We thought that marriage in itself was a liberal education.

The China Light and Power Company have swallowed up the Hongkong Electric Company—on the football field.

Further evidence that the Peak trams are becoming very doggy is to be found in the fact that this week a lady was deprived of a seat by a doghound.

Trotzky's health must be improving, for he doesn't seem to die quite so often as he used to.

Looks as if there would be a splendid opening in Hongkong these days for really good fortune-teller or a clairvoyant.

Judging from what we see, women flirt most between the ages of 16 and 89.

Some men are successful simply because they didn't have the advantages others had.

You bet, the League of Nations would rather handle the Italian-German dispute than the Canton boycott.

A local contemporary in its women's page says that a girl should be so dressed that people will not remember her by her clothes. But surely that stage has already been reached.

Health Hint:—Refrain from weighing yourself when having a heavy cold.

If we got this Public Aquarium, there should be no lack of poor fish to stock it.

A reader wants to know why we can't have a Volunteer Air force. Nonsense. We've got a Legislative Council.

This is not a good time to lay in a nice cheap bathing suit.

Despite our baseball knowledge, we are confident that a strike isn't always a hit.

The more we read what these Bolsheviks write, the more convinced are we that all the lies we told about them were true.

You can't always clean up a mess with soft-soap. It requires grit.

D'y'e ever notice that civilisation has often a hard time getting along with the next door neighbours?

Prices are prohibitive. That's because they never take a drop.

Don't ask a man what kind of a baby he's got until you're sure it's had at least eight teeth.

At the Dairy Farm dance on Wednesday, it was reckoned that there was at least 3 lbs. of some kind of meat to every person present, including the saxophonist.

Some diversion was caused in coming in," says a beauty hint. Kingway recently by four bulls, two of whom ignored the police regulations to "turn left" and ran into the Strand. The other two animals turned left, and the perplexed drover had to invoke the aid of some pedestrians, who pursued the errant bulls in the Strand till the quartette was rounded up. We sympathise. We know what chasing bulls means.

The short skirt is now said to have "invaded" Holland in earnest. What will the Zuyder Zee now?

Sir Oliver Lodge declares that the human race is still in its infancy. The doing of some of Hongkong's public men have convinced us of that.

Pr. say is just as fast as mis-prints prevail.

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OBITUARY.

LIEUT. COLONEL J. B. R.
BACCHUS.

It is with great regret that we have to record the death of Lieut. Colonel J. B. R. Bacchus, Royal Army Pay Corps, Command Paymaster and Treasury Chest Officer of the South China Command, who died at his house, No. 10 Queen's Gardens, yesterday morning, from heart failure.

Lieut. Colonel Bacchus has been in bad health for some time, and recently made a recuperative trip to Japan, from which he returned seemingly improved. He left the house yesterday morning for the office, but before reaching there felt overcome and returned, expiring shortly after in a chair before medical aid could be called.

The deceased officer would have been 62 years of age next month and has seen service in many parts. He arrived in Hongkong in October, 1924, and would have been due for retirement in three years. Previous to being appointed here, he was stationed at Edinburgh for some years, and during the war remained at Woolwich without serving overseas.

He was an enthusiastic golfer and was a member of the Royal Hongkong Golf Club, spending frequent week-ends on the Fanning course. In other sport he was not an active participant, but was always ready to lend his support to regimental fixtures.

Lieut. Colonel Bacchus leaves a widow, to whom the deepest sympathy of the community will be extended in her heavy bereavement.

SHANGHAI. GAOL SENSATION.

PRISONERS ATTEMPT TO ESCAPE.

Shanghai, Feb. 19. An attempt to escape was made at midnight on Wednesday by from thirty to forty convicts, undergoing sentences ranging from five to twenty years, at the French municipal gaol, and resulted in the death of nine, including four suicides. Eight men were critically wounded.

Two warders, who were locking the main door, were attacked, time being taken at the face of one and a sack being thrown over his head. His companion blew a whistle and pulled his pistol and fired.

Assistance arrived, but the prisoners only halted after nearly half of their number had dropped wounded.—*Reuter.*

SYRIAN CAMPAIGN.

DRUSES SUFFER IN ENGAGEMENTS.

Paris, Feb. 19. A Beirut message states that in the course of an engagement around Rashaya, the Druses suffered severely.

A French column attacked south of Damas, and pursued the enemy, who underwent heavy losses.

The Assembly of elected representatives of the vilayet of Aleppo has voted a resolution expressing attachment to France.—*Havas.*

THE WING ON CASE.

BAIL GRANTED TO ALL DEFENDANTS.

The case in which three Chinese are alleged to be concerned in a conspiracy to defraud the Wing On Company was continued before Mr. R. E. Lindsell at the Central Magistracy yesterday.

Mr. F. C. Jenkin appeared to prosecute, and the defendants were represented by Mr. Elsley Zeitlyn. Evidence of arrest and the result of the searches carried out at the homes of the three defendants was given, and a representative of the company gave a detailed account of the procedure adopted in dealing with deposits.

An assistant cashier said that regarding the book which represented the deposit of \$50,000, there was \$23,000 remaining when an application was made on May 4, 1923, for \$22,000 to be withdrawn.

It was decided that the remaining \$1,000 could not remain on deposit and that the whole amount should be withdrawn at once.

No receipt was given because no interest was payable.

The "Master Mind."

The question of bail was raised by Mr. Zeitlyn, and Mr. Jenkin said he was not instructed to oppose bail, but to ask that it should be substantial. Mr. Zeitlyn suggested that perhaps bail of between \$3,000 and \$5,000 would meet the case, Mr. Jenkin replying that something like \$25,000 was in his opinion nearer the mark.

Mr. Zeitlyn said that bail in very large sums became merely illusory. Mr. Jenkin said he had perhaps not outlined the case against the third defendant sufficiently, and added that he thought the evidence would show that the third defendant was the master mind in the perpetration of the forgery.

Eventually bail was fixed for all three defendants at \$10,000 each and an approved security of \$10,000. Next Tuesday afternoon, the following morning and afternoon and the afternoons of March 4 and 5 were provisionally fixed for further hearing of the charges against the three defendants.

AIR ESTIMATES.

A CAUTIOUS POLICY INDICATED.

London, Feb. 19.

The Air estimates amount to £16,000,000 net, being an increase of nearly half a million, but the gross estimates have decreased owing to a reduction of air service expenditure, which falls finally on the Middle East vote in respect of Iraq, Palestine and Trans-Jordan, and the Navy votes in respect of the fleet air arm.

The increase in the net estimates reflects the strengthening of the home defence force.

It is pointed out that the decision in 1925 to increase this force's strength to 52 squadrons by 1928 is unlikely to be carried out, even before 1930, and the gradual progress to greater strength remains reviewable according to the international situation, particularly the results of international discussions on disarmament.

As regards research, a number of experimental machines have been ordered, embodying the principle of the Cierva autogiro, but it has been decided not to continue experiments with the Brennan helicopter.—*Reuter.*

"BRAZEN AUDACITY."

RAILWAY CARS ON OFFER.

Tientsin, Feb. 19.

To-day the *Peking and Tientsin Times* contains an advertisement inserted by the "Kuominchun Military Transportation Bureau," which the *P. and T. Times* editorially characterises as "sheer brazen audacity, unparalleled even in China."

The advertisement reads: "Railway cars. Cars of all sizes and for all lines. Terms strictly cash. Orders promptly executed. For rates apply Military Transportation Bureau, Grand National Hotel, Japanese Concession."—*Reuter.*

THE PROHIBITION PROBLEM.

PROPOSAL TO BUY UP ALL WHISKY.

Washington, Feb. 18.

With the object of enforcing prohibition, the Government is considering a proposal to buy the entire stock of medicinal whisky in the country to prevent it flowing into bootleg channels, at an estimated cost of 300 million dollars.

Secretary Mellon opposed the step on the ground that the Government is thereby engaging in business, but his assistant, Secretary Andrews, who is in charge of the enforcement of prohibition, strongly favours the scheme.—*Reuter's American Service.*

THE BOXER INDEMNITY.

LORD WILLINGDON REACHES JAPAN.

Tokyo, Feb. 19.

Lord Willingdon arrived at Yokohama this morning on the Empress of Russia en route to China to discuss the disposal of the British portion of the Boxer indemnity.—*Reuter.*

A cement works in England is saving from £6 to £10 per day by cleaning the gases coming from the rotary kilns in which the cement is burned or roasted.

These gases contain a considerable amount of dust, and, although they were formerly passed through dust settling chambers, only a small proportion of the dust was caught, the bulk being carried to the chimney and discharged into the atmosphere.

Apert from creating a nuisance to the surrounding neighbourhood, it constituted a serious loss of valuable raw material, a point amply confirmed after the latest form of dust collecting apparatus had been put into operation. The apparatus in question is a Patent Dust Collector made by Davidson & Co., Ltd., of Belfast, and is applied to the chimney serving the cement kiln. Prior to entering the chimney, the gases coming from the rotary kiln are passed through the collector, which cleans them thoroughly, and retrieves no less than 5-lb. of dust per minute. Considering that a cement kiln is usually in continuous operation for 24 hours per day for months at a time, hundreds of tons of dust are soon collected, the monetary saving being correspondingly large.



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Heat or
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SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



ORDER. DISGUISE SAM AND ALTHUMMI MANAGED TO GAIN SHELTER FOR THE NIGHT IN THE GANGS CABIN IN WHICH THE STEVEDORES THAT WAS STOLEN FROM SAM IS HIDDEN UNDER THE CARPET OF THE ROOM AND TONIGHT THEY PLAN TO GET IT OR DIE IN THE ATTEMPT

THAT NIGHT. THEY'RE ALL ASLEEP. NOW'S OUR CHANCE TO GET THAT MONEY FROM UNDER THE CARPET AND MAKE OUR GETAWAY BEFORE THEY WAKE UP. COME ON.

GREAT SCOTT! THEY'VE GOT TWO MEN SLEEPING ON THE CARPET SAM. THEY ARE TAKING NO CHANCES OF LOSING IT. WE'RE OUTTA LUCK.

NO ONE ANY JUST WATCH ME

CENSORED



Above is the Shanghai Interport golf team, which secured victory over Hongkong and Manila. (Photo: Ming Yuen).



The Hongkong Interport golf players, who won against Manila but lost to Shanghai. (Photo: Ming Yuen).



Here are the Manila Interport golfers, who had the misfortune to lose their matches against Hongkong and Shanghai. (Photo: Ming Yuen).



From left to right are seen Mr. J. R. H. Mason, Manila's interport golf captain; Col. Matthews, Secretary of the Royal Hongkong Golf Club; and Mr. W. Cothran, Manila's reserve. (Photo: Mee Cheung).



This group of the staff of Taikoo Dockyard and Engineering Company, Ltd., was recently taken in view of the impending departure of Mr. J. Reid, the manager. (Photo: Ming Yuen).



A snapshot at the Fanling Hunt steeplechases. His Excellency the Governor is seen on right, whilst the lady facing the camera is Mrs. Bower, who came in first in the open Lightweight Race. (Photo: Mee Cheung).



A scene at the betting booths at the Fanling Hunt steeplechases, showing Hongkong's first bookie doing business. (Photo: Mee Cheung).

Evening Dress Essentials



SHIRTS

COLLARS

TIES

GLOVES

SCARVES

SOCKS

SHOES

SPECIAL OFFER:
White
Kid
Gloves
\$1.75
per pair

MACKINTOSH
& Co., Ltd.

ST. ANDREW'S BALL
FRIDAY FEBY. 26th

MEN'S WEAR SPECIALISTS
Alexandra Bldg., Des Voeux Rd.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)
WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver
Ware, Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts | Heath Sextants, Night Glasses etc.,
Alyn Navigational Instruments | Stanley Drawing Instruments
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We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established 1855.

TIME TO EAT

Wiseman's Bread

Breakfast, lunch or dinner—
any time is a good time for
Wiseman's Bread. It's pack-
ed full of energy-making,
healthgiving ingredients; the
kind of food your body craves
for to make it respond to the
quickenings urge of Spring



Cafe Wiseman

Lane, Crawford, Ltd.

One of the most treasured possessions of friends far away is
a photo of their dear ones overseas. The Ming Yuen Studio
is fitted with the most modern photographic equipment and
will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

STANDARD VALUES
The Best Value for the Least Price

THE "UTILITEE"
CHOTA HAZRI
OR EARLY MORNING
TEA SET

THE
"UTILITEE"
EARLY MORNING
TEA SET



Comprising Teapot,
Cup and Saucer, Milk
Jug, Sugar Bowl and
Plate. Good White
Glazed China.

STANDARD
VALUE
PRICE **\$2. Set**

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444.

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

SITUATIONS VACANT

WANTED immediately—European male **STENOGRAPHER** for permanent position. Apply Box No. 1453 c/o "Hong Kong Telegraph."

WANTED—Experienced European Plumber for supervisory work. Forward references to Box No. 1452 c/o "Hong Kong Telegraph."

APARTMENTS TO LET

VICTORIA HOTEL QUIET RESIDENTIAL APARTMENTS, full board from \$4 daily. special family rates, one minute from ferry. Next new hotel Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET

FURNISHED Flat mid-level, suit one or two bachelors. Also eight-roomed House in excellent condition, unfurnished. May be let in flats. Telephone No. 4630. Small Investors.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine, Chater Road.

GROUND FLOOR PREMISES ST. GEORGE'S BUILDING, opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to: Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

TO LET—Two large rooms excellently situated for offices on the 2nd Floor and one large room on the 3rd Floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong & Territorial Estates, Ltd., "St. George's" Building.

TO LET—One European flat, Wanchoi Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Koo, New Bank Building.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Passes for Servants will be issued on application to Messrs. Linstead & Davis Alexandra Bldgs. No servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit them and holders will be removed from Enclosure.

C. B. BROWN
Secretary.

FOR SALE.

FOR SALE—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

LONDON SCOTTISH OLD COMRADES ASSOCIATION.

With a view to forming a Branch of the above in South China will all ex-members of the London Scottish communicate with the undersigned

R. O. SUTHERLAND,
c/o Messrs. Palmer & Turner.

NOTICE.

We have this day been appointed sole agents in Hongkong and South China for the Sale of Sakura Beer.

DONNELLY & WHYTE,
1st. February, 1926.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd & 6th.

The Stewards request the pleasure of the presence of the Ladies at the Races.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Members' Badges of Admission are now ready, and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Bldgs. Members are reminded that these Badges will also admit them to all the Extra Race Meetings this year.

C. B. BROWN,
Secretary.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd, 3rd and 6th.

Members have the privilege of introducing 2 non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before SATURDAY, February 27th 1926. Price \$10 per day or \$30 for the Meeting.

Linstead & Davis,
Treasurers.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall Hongkong, on Saturday the 27th February 1926, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of account for the year ending 31st December 1925.

The Register of Shares of the Corporation will be closed from Monday the 15th February to Saturday the 27th February 1926 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors
A. H. BARLOW
Chief Manager.

KOWLOON RESIDENTS' ASSOCIATION.

NOTICE.

The Sixth ANNUAL GENERAL MEETING of the Association will be held in the ST. ANDREW'S CHURCH HALL, Kowloon, on Monday, 22nd Feb., 1926, at 6 p.m.

BUSINESS.

- 1—Adoption of Report and Accounts.
- 2—Election of Officers and Committee for the year 1926.
- 3—Any other business.

It is earnestly requested that members and all others interested in the welfare of Kowloon will make an endeavour to be present at the meeting.

D. A. GOODWIN,
Hon. Secretary.
Hongkong, 17th Feb. 1926.

THE BOY WONDER

EMIL DANENBERG

(8 years old)

will give 3rd Annual Piano

Recital

Tuesday, 9th March

at 5.30 p.m.

ST. ANDREW'S HALL

(City Hall)

Kindly assisted by Mrs. Balean (Violinist) and Prof. Danenberg in 2 Piano works.

Tickets at Anderson's
\$3, \$2 & \$1.

NOTICE.

ST. STEPHEN'S COLLEGE.

Work will be resumed on Monday, 1st March. There will be an Entrance Examination for New Boys (Boarders and Day Boys) at Prospect Place, Bonham Road, at 9.30 a.m., on Friday, 26th February.

W. H. HEWITT,
M.A., B.D.,
Warden.

Hongkong, Feb. 19, 1926.

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show of Flower and Vegetables will be held at Volunteer Headquarters on Thursday, 11th March, 1926.

Entries will definitely close at 1 p.m. on Monday, 1st March, 1926, at the Hon. Secretary's Office, but intending Exhibitors are requested to send in their entries as early as possible.

Schedules have been sent to all members who have paid their subscription for the current year. Members who have not yet paid their subscription and all those who wish to join the Society are requested to send \$5 immediately to the Hon. Secretary, Mr. E. B. C. Hornell c/o Messrs. Jardine, Matheson & Co., Ltd.

Hongkong, 17th February, 1926.

CHINA COAST OFFICERS' GUILD & MARINE ENGINEERS' GUILD OF CHINA.

A Combined Meeting of the members of these Guilds will be held at the Guilds' Office, Sailors' Home, West Point on Sunday, 21st February, 1926, at 10.30 a.m. Most Important Business. A full attendance is imperatively necessary.

T. T. LAURENSEN,
Asst. Secretary, C.C.O.G.

W. J. STOKES,
Branch Secretary,
M.E.G.C.

Hongkong, Feb. 18, 1926.

UNION WATERBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Twenty First Annual General Meeting of Shareholders will be held in the Office of Messrs. Dodwell & Company, Limited, on Thursday, the 4th March, 1926, at 11 a.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1925. The Transfer Books of the Company will be closed from the 25th February to 4th March, 1926 both dates inclusive.

DODWELL & CO., LTD.,
General Managers.

Hongkong, February 18, 1926.

HONGKONG HOCKEY CLUB DINNER.

At Volunteer Headquarters, THURSDAY,

25th February, 1926, at 8 p.m.

Will all those Members who have not yet sent in their names kindly do so on or before noon on Saturday, 20th February to the undersigned, giving at the same time names of guests if any, and whether they or their guests will be willing to contribute to the Musical part of the Programme.

(Sgd.) E. J. R. MITCHELL,
Captain, H.K.H.C.

Hongkong, Feb. 18, 1926.

Mackintosh's FOUR END OF SEASON SPECIAL OFFERS

HEATH BOWLER HATS
\$8.50

GLOVES
AT HALF PRICE

WHITE KID GLOVES \$1.75 pair.

SILK KNIT TIES
\$3.00 each.

PULL-OVERS & WOOLLIES
25% off

NET CASH PRICES

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING, DES VOEUX ROAD.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY, the 24th February, 1926, commencing at 11 a.m., at their Sales Room, Duddell Street,

A Quantity of Ladies' Dress Wear and Sundries.

Day and Evening Gowns, Coats, Frocks, Beaded Gowns, Embroidered Shawls, Light Overcoats; Silk Stockings, Children's Socks, Lady's Lace and Embroidered Underwear.

And

70 Imitation Pearl Necklaces.

On view on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, Feb. 18, 1926.

Particulars and Conditions of Sale of the Valuable Leasehold Property

situate and being: Section "A, B, C. and the remaining Portion of Kowloon Marine Lot No. 84 and a Moiety of Kowloon Permanent Pier No. 4 to be sold

By Order of the Mortgagees by PUBLIC AUCTION on Wednesday, the 24th day of February 1926, at 3 o'clock p.m.

IN ONE LOT by Messrs LAMMERT BROS. Auctioneers at their Auction Rooms, No. 5 Duddell Street.

The Property consists of:—

First all those pieces or parcels of ground situate at Mongkoktsui in the dependency of Kowloon and Colony of Hongkong and registered in the Land Office as Sections A, B, C. and the Remaining Portion of Kowloon Marine Lot No. 84 (being the whole of the premises comprised in the Crown Lease of Kowloon Marine Lot No. 84) with the Buildings erected thereon and secondly moiety or one equal undivided half share of and in the right of erecting and maintaining a pier over the Crown foreshore and Crown Land shown on the plan annexed to the Crown Lease of Kowloon permanent Pier No. 4.

The Property first described contains a total area of 80,307 square feet, or thereabouts and is held under a Crown Lease of the term of 75 years renewable for a further term of 75 years.

The Crown Rent payable in respect of Sections A, B, C. and the Remaining Portion of Kowloon Marine Lot No. 84 is \$832 per annum and in respect of the moiety of Kowloon Permanent Pier No. 4, \$150 per annum.

Particulars and Conditions of Sale may be had from:—

Messrs. DEACONS,

Vendors' Solicitors,

1, Des Voeux Road, Central.

LAMMERT BROS.

Auctioneers.

Hongkong, 11th, Feb., 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD, 20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitted Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woollies. Latest styles in "Fair Isle" and plain and fancy Jumpers. Orders taken for knitting in wool or silk.

K. BEEBICK, Supt.

Telephone K. 161.

G. B. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, WEDNESDAY and THURSDAY, the 9th, 10th and 11th MARCH, 1926,

at H. M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT,

commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

&c., &c., &c.

Comprising:—

Money Chests, Sewing Machines, Metal Branch Pipes, Life Boat, Gigs, Balsa Rafts, Boats Sails, Electrical and Wireless Telegraphy Fittings, Glycoline, Electric Cable, Cooking Stoves, Ships Fittings and Firehearth Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Counterpanes, Curtains, Overcases, White Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steam Hammer, Davits, Pinnace, Cutter and Dynamo Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron, Drums and Tanks, Old Bunting, Fire Engine, Engines and Boats, Boilers, Rigging Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Protective Mattresses, Filters, Air Compressors, Seine, Nets, &c., &c.

Lots may be inspected on Monday,

8th March 1926.

Also sale of Old and Surplus

Victualling Stores at Kowloon

on Friday, 12th March,

Comprising:—Table Linen, Im-

plements, Serge, Flannel, &c. Rem-

nants, Blankets, Sundry Articles of

Mess and Table Gear, (Including

Electro Plated Ware), Clothing,

Condemned Provisions for Poultry

Feeding, &c.

Terms of Sale:—As detailed in

Catalogue.

LAMMERT BROTHERS,

By Appointment Auctioneers

to the Admiralty.

HONGKONG JOCKEY CLUB.

RACE MEETING 1925

March 1st, 2nd, 3rd and 6th

Tickets of Admission to the

Public Enclosure may be obtained

from Messrs. Kelly and Walsh

or at the Gate. Price \$3. per

day

Soldiers and Sailors in Uniform

\$1. per day

No one admitted without a

Ticket to be shown to the Ticket

Inspector at the Gate.

Linstead & Davis,

Treasurers.

DAVID E. EVANS.

Acg. Hon. Secretary,

c/o Mustard & Co., Ltd.

THE AUCTIONEERING & BROKING Co., Ltd.

4B, Duddell Street.

Particular of Sale.

of the

STEAMSHIP "LING NAM"

Now lying in the Harbour of Hongkong

to be sold by

Order of the Court

By

PUBLIC AUCTION

on THURSDAY,

the 25th day of February, 1926, at noon

IN ONE LOT

By

The Auctioneering and Broking Company, Ltd., Auctioneers, at their Auction Rooms at 4B, Duddell Street.

STEAMSHIP "LING NAM"

The Ship is a Chinese ship registered at Canton of 6,218 tons Gross and of 3,748 Nett tonnage. She has accommodation for 40 First Class Passengers, 80 Second Class Passengers and 1,030 Deck Passengers and is fitted with electric light and was built by Reihersweig Schiffswerke and Maschinenfabrik of Hamburg in 1903.

Length 415.8 feet.

Breadth 50.4 feet.

Depth 28.1 feet.

Average speed loaded 12 knots. The Ship is fitted with Twin Screw triple expansion surface condensing 577 (nominal) H. P. engines, wireless and refrigerating apparatus and is classed 100 A.1 in Lloyd's Register of Shipping and passed second No. 3 Special Survey in November 1922.

The vessel is to be sold with all such life boats, deck stores, engine room stores, equipment and fittings including mattresses, pillows and linen as they are on board the vessel.

For orders to view apply to the Auctioneers.

For further particulars, Apply to:—

Messrs. DEACONS

Prince's Building

or to

THE AUCTIONEERING & BROKING CO., LTD.,

Auctioneers

FREE 10-day test . . . Mail the coupon

MAE MURRAY,
Metropolitan Star, says:
In the silent drama, where the whole appeal is to the eyes, pretty teeth are tremendously important, and formerly a great problem. Today Pepsodent is regarded at least as important as any other part of "make-up." How amazingly it acts one never knows till using it, after ordinary, old-fashioned methods.



Those \$100,000 a year smiles in the movies

How motion pictures' famous stars gain the gleaming, pearly teeth that make smiles worth fortunes—how you can clear your own teeth in the same way. A simple test that reveals the most amazing of tooth methods—a new method urged by leading dental authorities of the world.

SMILES in the cinema world sell for thousands—that is, some smiles. Gleaming teeth are essential. Otherwise a smile can have no value. So these people follow the method here explained not only for the satisfaction and beauty they gain, but as a matter of cold business.

Now a test of this method is offered you—simply use the coupon.

The amazing effect of combating the film which forms on teeth. Dull teeth, dingy, discolored. Now they are made whiter, more appealing.

Run your tongue across your teeth and you will feel a film. A film no ordinary dentifrice will successfully remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming, clearness that seems almost incredible. You may have gloriously clear teeth without red-lining. Thousands of people do.

New methods remove it

Modern dental science recently discovered ways to remove and combat that film. For besides impair-

ing beauty, it invites most tooth troubles and decay.

It clings to teeth, gets into crevices and stryis. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Grown by the millions bred in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now is a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous tooth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film, then harmlessly to remove it. No soap or chalk, no harsh grit so dangerous to enamel.

Results are quick

Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming charm. You will note a great difference. Your friends will mark it.

Protect the Enamel
Pepsodent disinfects the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

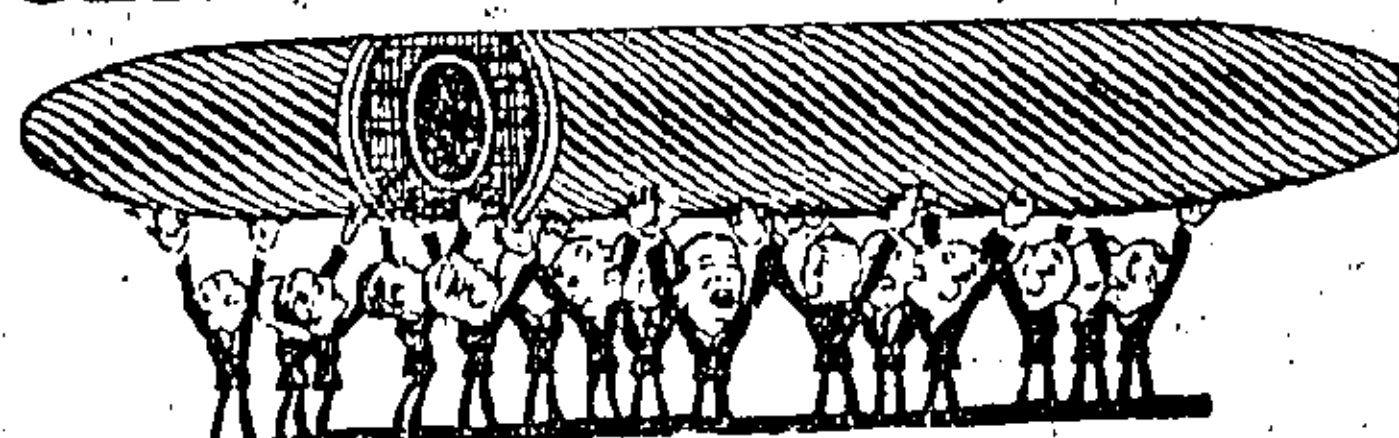
Pepsodent
The New-Day Dentifrice

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch6-18, 1104 So. Wabash Ave., Chicago, U. S. A.
Mail 10-Day Tube of Pepsodent to

Name.....
Address.....
Give full address. Write plainly. Only one tube to a family.

GERMINAL CIGAR FACTORY



Once you have tried Germinal "EXCELLENTE" you will always smoke them!

Agents—
VICENTE ATIENZA & CO.
Tel. K.155. 54, Nathan Road, Kowloon.

From the man's viewpoint

HE may thrill to your smartness yet never notice the cut or color of your gown. But should he glimpse the slightest trace of unsightly hair—the whole impression is spoiled; he classifies you from then on as a woman lacking in fastidiousness.

Avoid this unfair criticism. Keep your underarms, forearms and neck clean and fresh with the depilatory famous in France for over one hundred years—X-BAZIN! Safe, easy to use, delicately fragrant, X-BAZIN leaves your skin pearl-soft and white. X-BAZIN does not coarsen, darken, or encourage future hair growth. And it takes but a few minutes to perform its important duty. Be fair to your beauty! Use X-BAZIN.

Manufactured by
HALL & RUCKEL, Inc.
New York, U. S. A.

X-BAZIN
Famous French Way of Removing Hair

Exclusive Agents for South China

H. H. KOTTEWALL & CO., P. O. Box 251, Hongkong



LOST CITY.

RUINS FOUND UNDER THE SEA.

Submarine investigations have been carried out by the Hartman Deep Sea Expedition in the waters around Posilippo (near Naples), where a large number of ancient ruins are known to lie at the bottom of the sea.

These ruins are claimed by some scientists to be the remains of the ancient lost city of Paleopolis, the rival of Naples.

Ever since the Roman historian Livy wrote his account of Paleopolis, describing its siege in 328 B.C. by Rome, the question where it was actually located has never been settled satisfactorily.

Mr. R. T. Gunther, M.A., of Oxford, who spent years in carrying out careful investigations in the Gulf of Naples, located a great number of ruins, most of them in comparatively shallow water, and claimed that these were vestiges of Paleopolis.

Deep-Sea Photography.

Here the Hartman expedition recently concentrated its efforts.

A series of pictures were taken with Dr. Hartman's deep-sea cameras. Thus the ruins of many ancient buildings described by Mr. Gunther were located and photographed. Pictures were also taken of other ruins at a greater depth, the whole amounting to what seems to have been a large city.

A series of formidable submerged structures trace the lines of ancient harbours and breakwaters. Narrow streets and broader avenues can still be followed, but where an early generation has its being, now only the fish play, and the octopus hides for his prey.

Roman Villa at Sea Bed.

The data and films will be sifted and compared and published in due time, with a descriptive account, but it is certain that if Mr. Gunther did not actually discover here the site of ancient Paleopolis, he must at least have found an important accumulation of submerged buildings and ancient harbour works which would well deserve the name of a "submarine city."

At Cape Miseno a very remarkable object under water awaits a thorough investigation. It is an Imperial Roman villa of great size, which is believed to have suddenly disappeared with all its treasures below the sea as the level of the land dropped, or some other movement of the earth occurred in ancient time. On account of the almost continuous stormy weather, however, the investigation of this interesting submerged palace must be postponed until spring.

Search for Colossus of Rhodes.

After its work on the Italian sea coast has been completed the Hartman Deep Sea Expedition will search for the Colossus of Rhodes, that wonder of the ancient world which disappeared into the sea at the mouth of the harbour of Rhodes. The water at that point is deep and free of sand, so that important fragments may still be found and brought to light.

Simultaneously investigations will be carried out near Alexandria, in Egypt, near Carthage, and in the Gulf of Gabes, where the expedition will explore Tunisian waters.

Special attention will also be paid to the life of deep-sea fish. One of the most remarkable creatures is the ordinary small octopus (*Octopus vulgaris*), which is very common along the coast of the Mediterranean. It is very repulsive in appearance, but shows an almost uncanny intellect and instinct.

It will first drop a stone into an open mussel or oyster, preventing it from closing its sharp shell, before inserting one of its tentacles to suck out the soft parts.

Without this precaution the shell-fish would cut off the tentacle of the octopus. Before entering its victims the octopus paralyzes them by means of a poisonous liquid secreted in its salivary glands.

Before You Advertise
COUNT THE "TELEGRAPHS"
Everywhere

HONGKONG CHINESE FOOTBALLERS WHO VISITED SHANGHAI.



Above is a picture of the South China football team aboard the S.S. President Jackson on their departure for Shanghai, where they defeated Portugal by three goals to two and East China by eight to two. (Photo: Moe Cheung).

Chesterfield

CIGARETTES



Twice the gain of all other brands combined

THIS was Chesterfield's record last year in the United States.

And the same taste-difference which accounts for its American success is responsible for its steady growth among discriminating smokers in China.

For the Chesterfield blend is unique—a mixture of Virginia, Turkish and Kentucky Burley tobacco which yields mildness, aroma, and mellowness to a degree not possible where but one of these nine tobaccos is used.

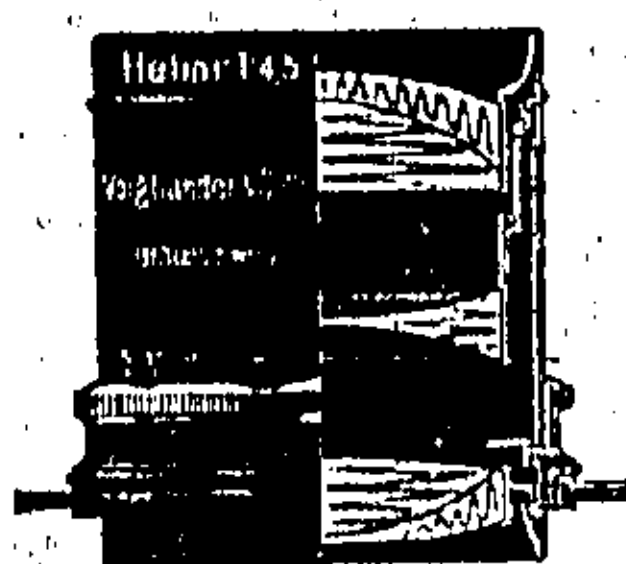
You will like this smooth blend of different tobaccos better than any one kind smoked straight.

NOW ON SALE IN ALL
LARGE CITIES IN CHINA

LICORRY & MYERS TOBACCO CO.



Voigtlander



HELIAR 1:4.5

THE LENS THAT MADE MR. MATZENE FAMOUS!

SANDER, WIELER & CO.

TEL. C. 4411.

1ST FLOOR POWELL'S BUILDING.



Radiant heat in the home

The Electric Fire is the only one quite free from dust, dirt, smoke and fumes; it can be placed anywhere in the room just where convenient to you and where the warmth is most effective.

It is ready for use at any time; in your bedroom in the morning, at breakfast, and whenever you want bright cheerful heat quickly.

The Electric Fire springs into cheerful warmth at a touch of the switch.

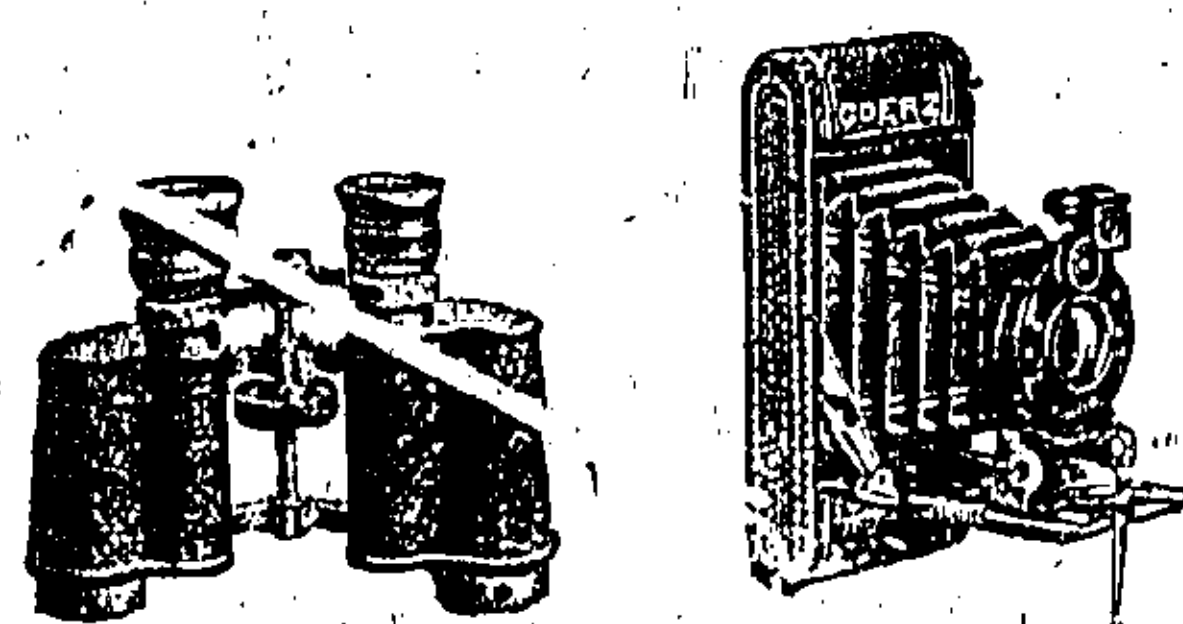
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EMPIRE PRODUCTION.

THE NEEDS OF INDUSTRY.

Mr. Ormsby-Gore, M.P., dealt with "The Economic Geography of the British Empire" in the presidential address which he delivered at the annual meeting of the Geographical Association in the London School of Economics. Professor J. L. Myres was in the chair.

Mr. Ormsby-Gore said that bearing in mind the economic axiom that the wealth of a country depended on the trade and productive skill of its population, it was evident that the British Possessions in America and Australasia were quite inadequately populated; and this was equally, though not so apparently, true of Africa. As an indication of the efficiency of production, he drew attention to the following figures of exports per head of the population for the year 1924:—

New Zealand, £38 17s. 11d.; British Malaya, £23 7s. 10d.; Canada, £23 6s. 1d.; Australia, £20 4s. 1d.; Great Britain, £18 4s. 1d.; Union of South Africa, £10 4s. 2d.; Gold Coast, £4 3s. 4d.; Kenya and Uganda, £1 1s. 2d.; Nigeria, 15s. 5d.; India, 14s. 6d.; Tanganyika Territory, 12s. 8d.

The man of European race was a relatively high producer, and the contrast between the Union of South Africa and the other Dominions was explained by the inclusion in the Union figures of a relatively low-producing native population. Taking the corresponding figures for a series of years, they found that even among the lowest figures, such as the East and West African Possessions, there had been during recent years a very remarkable increase. Uganda was to-day producing more than half the total quantity of cotton exported from the whole of British Africa, including the Sudan, and the Gold Coast was producing more cocoa than was being produced in all other countries together. During the war and since the manufacturing plant of the industrialized countries had increased enormously, but the primary production of the world had not increased in the same proportion, and the consequence was poverty and unemployment in industrial countries. The proportion of fully manufactured goods in the exports from Great Britain to different countries was:—India, 95.5; Australia, 94; New Zealand, 87.5; Canada, 84; Spain, 75; France, 43; Italy, 40; Germany 40.

In the distribution of the production of the main commodities of world importance, it was a striking fact that the United States produced more than half the world's production of coal, iron, steel, cotton copper, mineral oil, and tobacco. She was by far the largest producer of wheat and the second largest producer (second to Australia) of wool. In export of wheat Canada held the first place. Russia had, in the last few years been an importer of wheat. The present dependence of the British Empire on the United States for so large a proportion of certain essential raw materials and foodstuffs, as well as such luxuries as tobacco, was one of the essential facts of economic geography to-day. There were only a few commodities which might be regarded as vital necessities to industry and civilization which were produced mainly in the British Empire. However, we had a world pre-eminence in the production of rubber (Malaya and Ceylon), tin (Malaya and Nigeria), tea (India and Ceylon), cocoa (Gold Coast). The wool exporting (not producing) countries of the world were, in order: Australia, Argentina, Uruguay, Union of South Africa. Emphasizing the fundamental importance of transportation, he said the parts of the British Empire worst off in this respect were East and West Africa.

Buttonholes are now being extensively made of rubber. The flowers are so life-like that unless they are closely examined it is impossible to tell that they are not real blossoms. The most popular form is a bunch of violets guaranteed to stand any weather, from sun to snow, without fading. These violets are so realistic in shape, colour, and perfume, that no one, at a casual glance, could tell they are imitation. Each violet has a yellow centre, each curled leaf a faint network of lines. Rows which smell as sweet and look as fresh and as full of colour as though they were blossoming in a garden on midsummer's day are another remarkable rubber product.

TAXING BETTING.

A STRAITS COMMENT.

The threat of the Government to consider a tax on betting in England is a sign that the revived controversy on this subject, the beginnings of which appeared a few mails ago in the papers, has had an effect. There are people who point out the enormous amount of time spent in the unproductive employment of making bets, receiving them, paying them, advertising the results of "infallible systems," and carrying on race meetings. The susceptibilities of those who own race-horses and claim that it "keeps up the breed of horses," have some claim to consideration in England, and in countries where the horse has not been displaced by his petrol-consuming successor, but betting by the million is simply a form of gambling, leading to shady embezzlement and misappropriation of money, which has caught on in a people that has forgotten that bread is only to be earned by the sweat of the brow. Any telegraph office will show, about mid-day, numbers, including women and girls, studying the racing tips and connecting their telegrams. The morning is spent in getting tips and making bets and the evening in finding out what has won. Few of those people ever go near a race course, and few of them have any knowledge of horses or any real interest in them. It is gambling pure and simple and the evil side is that it uses up time that might be valuable in taking money out of one pocket and putting it into others, without adding to the wealth of the country or the people as a whole, and giving vicious employment to hundreds of thousands of commission agents and brokers. Logically, the remedy would be to prohibit betting altogether, but this is impracticable, but it should not be allowed anywhere except on those race courses under authority, and by betting through the pari-mutuel or some mechanical agency. That is also difficult and it is not unreasonable, therefore, to consider some form of taxation which would reduce the evil. Book-makers have now an opportunity of quoting the odds (as the members of Lloyds do against the Government introducing a bill to tax betting on horse racing). There are still old-fashioned people in this part of the world, says the *Singapore Free Press*, who think that there are too many "race meetings, and too much energy wasted in wagering on them, in Malaya. Probably no Governor will ever have the pluck to tackle the question, and that applies also to the Home Government. There is no reason, however, why sensible people should not do as many do—the golf links show that—give the races a pass, and also refuse to have their business interfered with by not closing. The strongest remedy for excessive betting is to boycott the means furnished for its indulgence.

TEST BEATS TEACHERS.

NEARLY TWO HUNDRED FAIL.

Most of the 200 professors, teachers and students who were listening to Professor Spearman lecturing on the measurement of intelligence in London the other day were "floored" when he put a simple test to them.

He was explaining tests called "opposites"—the tester says "good" and the tested answers "bad," or the tester says "black" and the tested answers—or should answer, interposed the speaker—"white."

"Now let me put a test to you," he went on. "What is the opposite of clumsy?"

There was a dead silence for five seconds, and then hesitant voices whispered "dexterous" and "deft." The rest of the two hundred heaved sighs of relief.

"Yes, they would do," commented the professor. "Most people would say 'careful,' which would not be correct."

A cat belonging to an Alderton (Worcestershire) family named Bidwell, who recently moved to Moreton-in-the-Marsh, Gloucestershire, had a long tramp back to its old home. When the family left, the cat was placed in a sack and taken to its new home, twenty-five miles away. There it settled down for several days, but one morning it was missed. Some days later it returned up at the old home in a wild condition, and it has now made its home with neighbours.

STUFFED FOWLS.

NEW WAY OF MAKING CHICKENS FAT.

Three Shanghai hawkers, who are alleged to have stuffed live fowls in order to make them appear bigger, in which case they would bring a bigger sale price, appeared in the Mixed Court last week and charged with misrepresentation.

Inspector Fensham, of the Health Department, said that whilst passing the Elgin Road market he saw the chickens being sold by the accused and they appeared to be ill. Closer examination disclosed the fact that they had been forcibly stuffed. He had had some men up before the court on a previous occasion for a similar offence, said the Inspector, and of the 24 chickens then seized 11 of them had died as a result of the over feeding.

A fine of \$8 from each of the accused was ordered, the money to go to the S.P.C.A. If the accused are unable to pay, three weeks' gaol will be the alternative.

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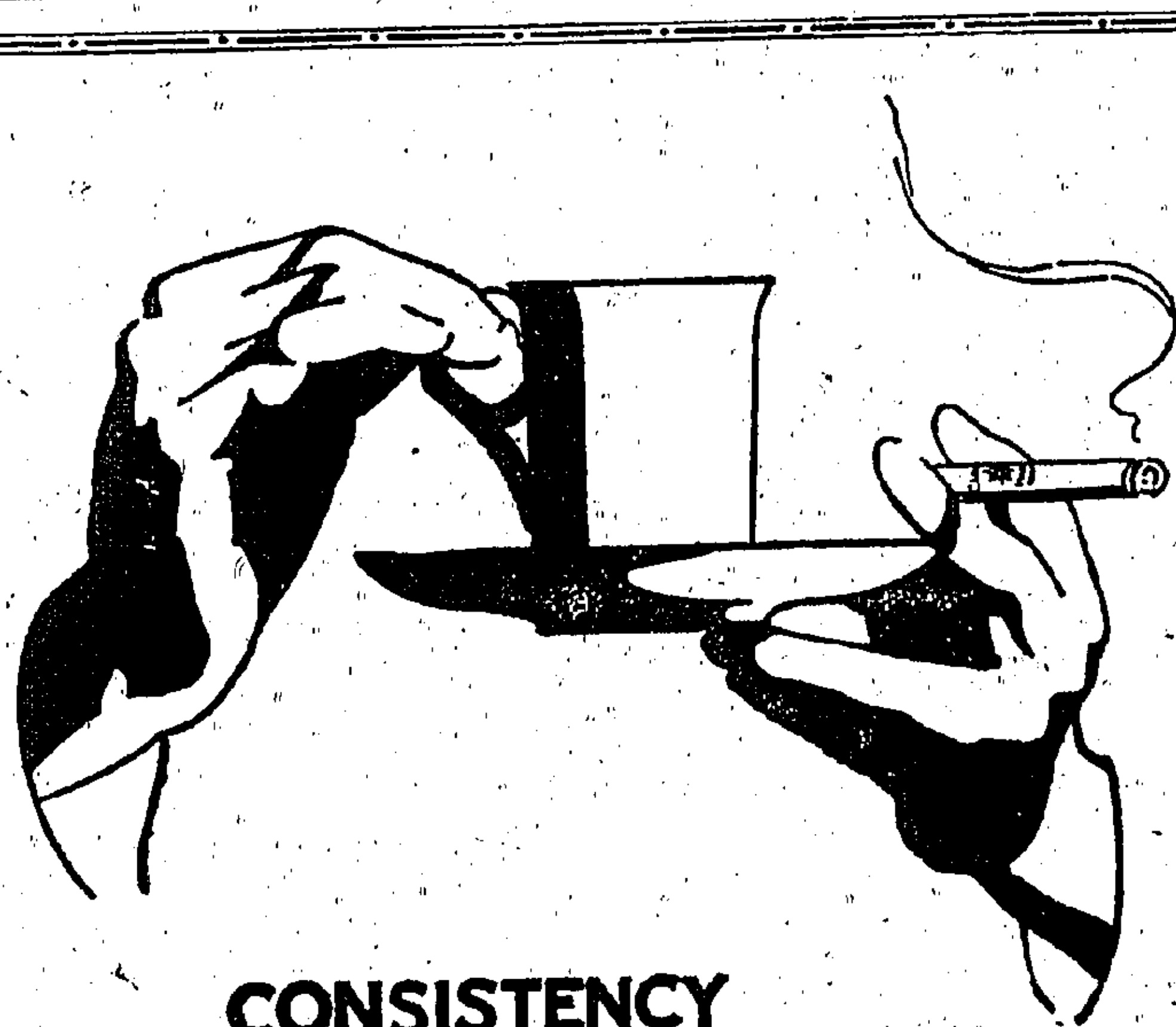
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ELECTRICITY FOR ALL.

CABINET. SCHEME FOR CHEAP SUPPLY.

The long promised electricity scheme of the Government, of which forecasts have been given in these columns from time to time should soon be ready to be submitted to Parliament in the term of a Bill says a writer in the *Daily Chronicle*.

Over a year and a half ago this urgent problem was tackled by Mr. Snowden, who in the summer of 1924 announced that his expert Committee had reported in favour of the "standardisation of frequency" and the erection of large superstations.

After an inordinate delay the Cabinet has approved a scheme which in essence differs little from Mr. Snowden's.

STANDARDISATION.

"Standardisation of frequency" is a scheme of electrical development what a standard gauge is to a railway system. It enables current to be transmitted from station to station by interlinking cables.

In each district there is to be a superstation, generating electricity at lower costs for all the outlying stations, many of which will become merely distributing centres.

Cheap electricity will thus be at the disposal of industrial undertakings. It is further proposed to extend the cable system into the rural areas.

The cost of such a scheme has been giving the Chancellor much anxiety. But it is hoped to obviate burdening the taxpayer by guaranteeing interest on the money raised by the Trade Facilities Act.

An alternative suggestion is that the cost should be met by the issue of Electricity Bonds.

A WEAK POINT.

The weakness of the scheme is that compulsory powers are, I understand, not given to the Electricity Commissioners. It is hoped that the offer of cheap electricity will be a sufficient inducement to bring all private or municipal authorities into line.

Everyone knows that the real reason why we lag behind other countries in the use of electricity is that there is a mass of vested interests, including municipal interests, which have thwarted a bold forward policy.

The admirable Electricity Bill of 1919, brought in by the Coalition, was rendered partially ineffective by the action of the Lords, who cut out the compulsory powers of the Electricity Commissioners in the Bill, which Conservatives in the Lower House had sanctioned.

NEED FOR COMPULSORY POWERS.

In their last report the Commissioners admitted that much of their efforts had been wasted owing to the absence of any such powers.

If the new Bill, after years of labour, throws aside a principle which even the Conservatives, seven years ago, thought essential, it will be stillborn.

Mr. Baldwin's bold promise when he took office, to hack his way through vested interests, has been fulfilled in no single instance.

It is not too late for the Government to tackle this vital problem on the lines that Mr. Lloyd George and others have for years been advocating. Nothing but the bold policy of "Coal and Power" will put us even on equal terms with our foreign competitors.

PRIMITIVE MEDICINE.

CURING WARTS WITH A GREEN PEA.

When you have toothache you consult a dentist. But if you had lived in Sussex a few generations ago you might perhaps have tried a home-made remedy, such as is recalled in the *Daily News*.

This was the smoke from burned senna leaves. When you inhaled, it was believed the little worms that were causing the pain crawled out and you were cured.

Or, if you did not care for that you might have tried the simpler Devon remedy of carrying a potato or a double nut in your pocket!

If you suffered from such an unfortunate affliction as warts in those days you cured them by touching each with a green pea. Then each pea had to be wrapped in paper, and as the peas decayed the warts disappeared.

One old book gives an even stranger remedy for warts. "Put three drops of blood of a wart into an Elder leaf and bury it in the earth, and the warts will vanish."

A bygone cure for a sty on the eyelid was to rub it with a black cat's tail. The other old remedy, that of rubbing with a wedding ring, is still practised.

In some parts of Southern France poultices are made of swallows' nests.

Gerardo in his "Herball" tells us of many floral remedies, one of the strangest being for gout. This consists of lilies of the valley stopped up in a glass and put in an ant hill, where they are left for a month. The liquid formed applied outwardly helpeth the gout.

OLD BOB OF OLD VIC.

A FAMOUS STAGE-DOORKEEPER.

"Old Bob," the stage-doorkeeper at the Old Vic, who in March next will complete 45 years of service at the theatre, delighted hundreds of poor children of the district a few weeks ago by taking the part of Harlequin in "Harlequin Jack Horner," a special entertainment put on for the occasion.

The little ones had been invited by Miss Lilian Bayliss to a Jabberwock tea-party, and "Old Bob"—Mr. Rowland Langthorn Robinson in private life—helped about a dozen colleagues on the theatre staff to entertain them.

"It was not my first appearance on this stage," he told a *Daily Chronicle* representative. "I have been on before many times as a super, but never in a speaking part. So I was not exactly suffering from stage fright. In fact, I enjoyed it as much as the kiddies, and I'm sure my pals did."

"I have been most things that one can be in this theatre, except owner or manager. I came here when I was 19 as a ticket-collector. After that I was in the gallery as 'chucker-out.'"

"They were a tough lot too. I often got kicked, and it was nothing for rowdy ones to draw knives. Once when Sims Reeves was singing a man lit his pipe and refused to put it out. A couple of coppers throw him down the stairs."

"After that I was given charge of the stage, and held that post 32 years, until last year."

One of "Old Bob's" proudest moments was when the late King Edward, then Prince of Wales, shook hands with him.

CROSS WORD PUZZLES.

DEFENCE BY NOTED SCHOOL INSPECTOR.

Dr. Harold Wager, his Majesty's Inspector of Schools, lecturing on some aspects of nature study at the Educational Association's conference at University College, London, last month said that in the hands of the right people nature study was capable of becoming a very important and valuable means of education, but rather than teach it mechanically it had better be left alone. The danger of mechanical teaching was illustrated by the child who, in giving a correct analysis of the specific gravity of brass, called it specific gratitude.

The real factor of interest in education was the use of the brain. The pleasure of the use of the brain was seen in the case of the cross-word puzzle. Nature study developed the spirit of enquiry and tended to the rejection of authority. Human credulity was, perhaps, a much more serious menace to the race even than human mendacity. To prevent this credulity, people should be taught to develop their powers of judgment.

NEW SHANGHAI SCHOOL.

OLD FRENCH CLUB CONVERTED.

The old premises of the French Club (the Cercle Sportif Français) at Koukaza Gardens are to be converted into a new building for the French Municipal School if the plan is approved by the French Municipal Council. The proposal to utilize the old Club buildings for this purpose was made some time ago but the Council has agreed with the plan in principle realizing the adaptability of the club house for the purpose of a new school with beautiful and airy surroundings which make the choice ideal. As a further feature of the scheme the French Council offices in Rue Consulat will be transferred to the premises of the French School in Avenue Joffre.

Several factors affecting municipal improvements have tended to bring this scheme to a head. When the Cercle Sportif Français moved into the new premises on Avenue Joffre the question of the disposition of the old building, which fronts on the French park, was discussed. Leading from this the other changes were considered. One fact affecting the school in Avenue Joffre was that this road carries a large volume of traffic which compromises an element of danger to children

leaving the school. Again the French Council offices in Rue du Consulat are old and are growing too small for the purposes of the Consession and a desire for a larger building has been expressed.

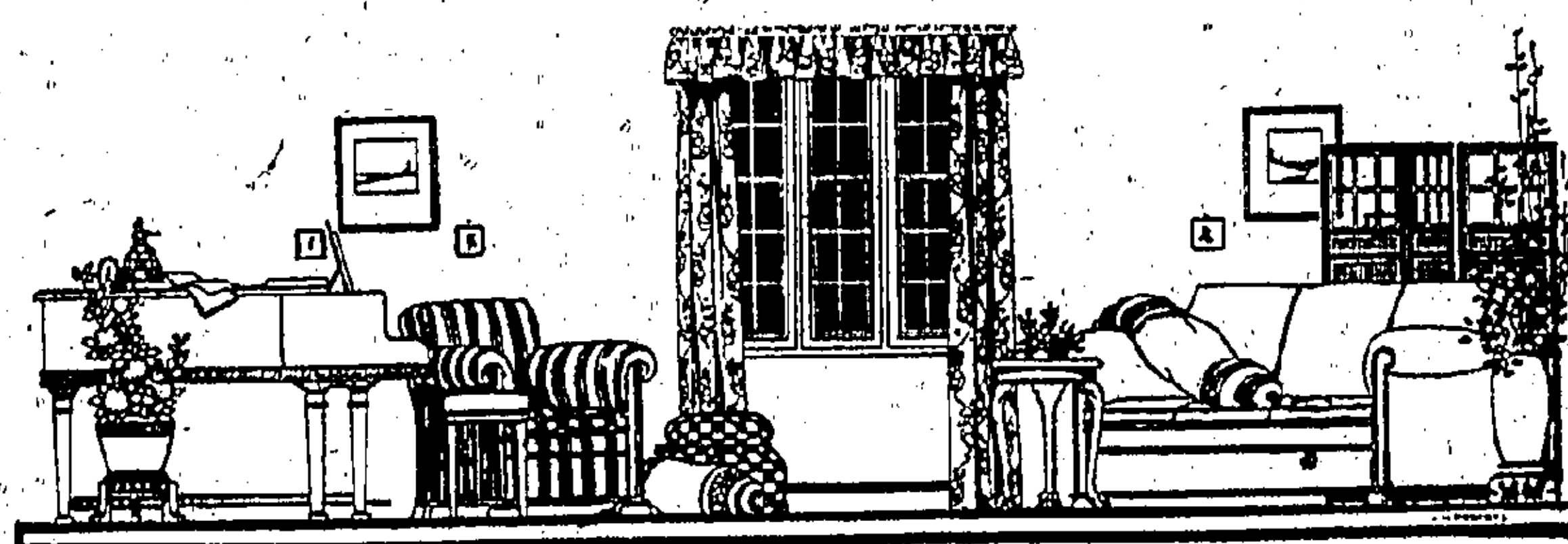
PLANS BEING PREPARED.

The old French club premises are larger than the present school building and another advantage is the beautiful situation overlooking the French park. The plan now being discussed therefore seems to be a solution of all the problems involved.

No date has been set for the realization of the scheme but the Council has agreed to it in principle. Plans and estimates of expense entailed in the conversion of the two buildings are being prepared and the Council will pass final judgment when these plans and estimates have been submitted and considered.

Several schemes have been mooted in recent months for the use of the old French Club building which is now empty. One was its purchase and conversion into a museum, art gallery and library devoted to Chinese and Oriental culture.

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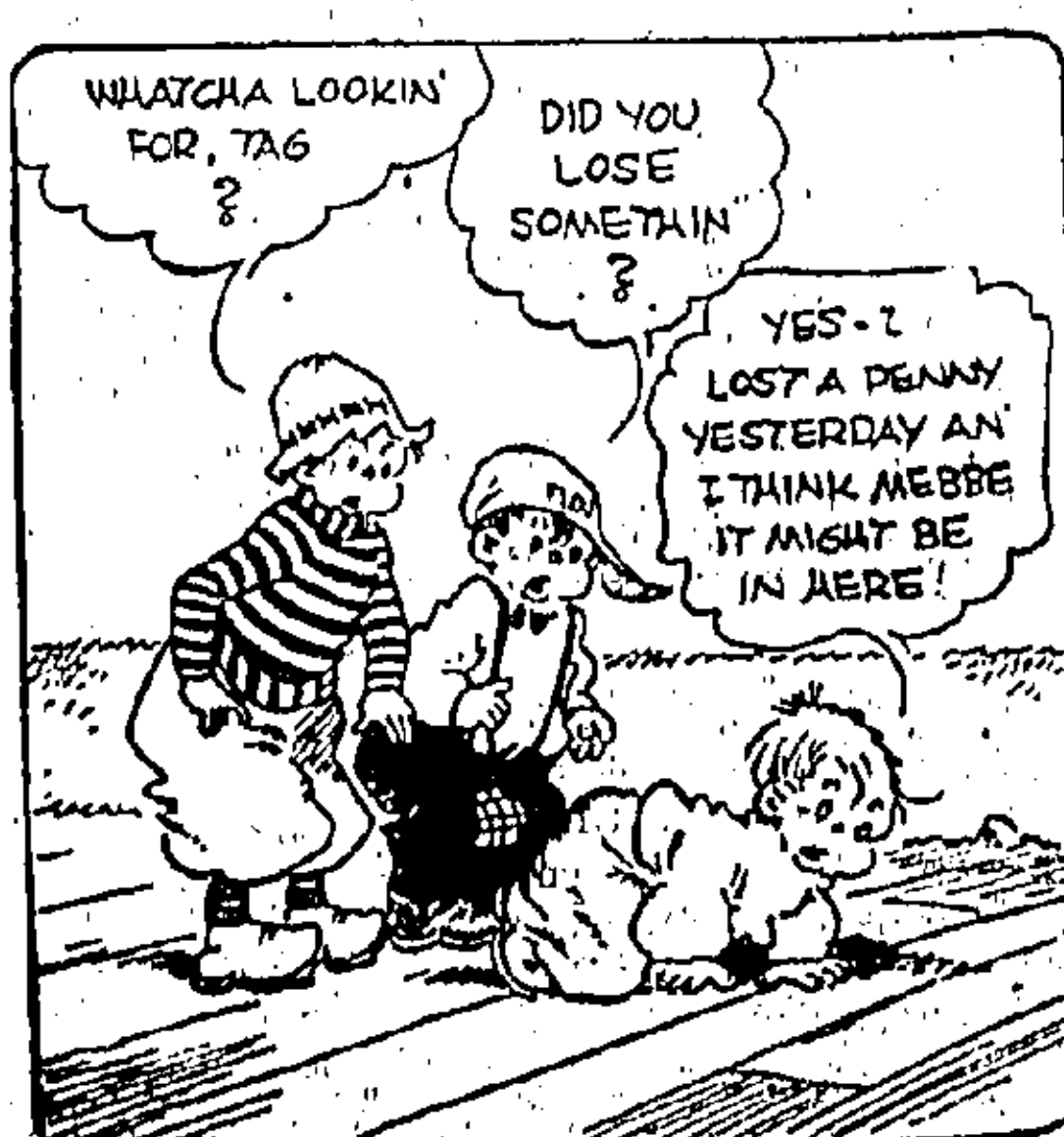
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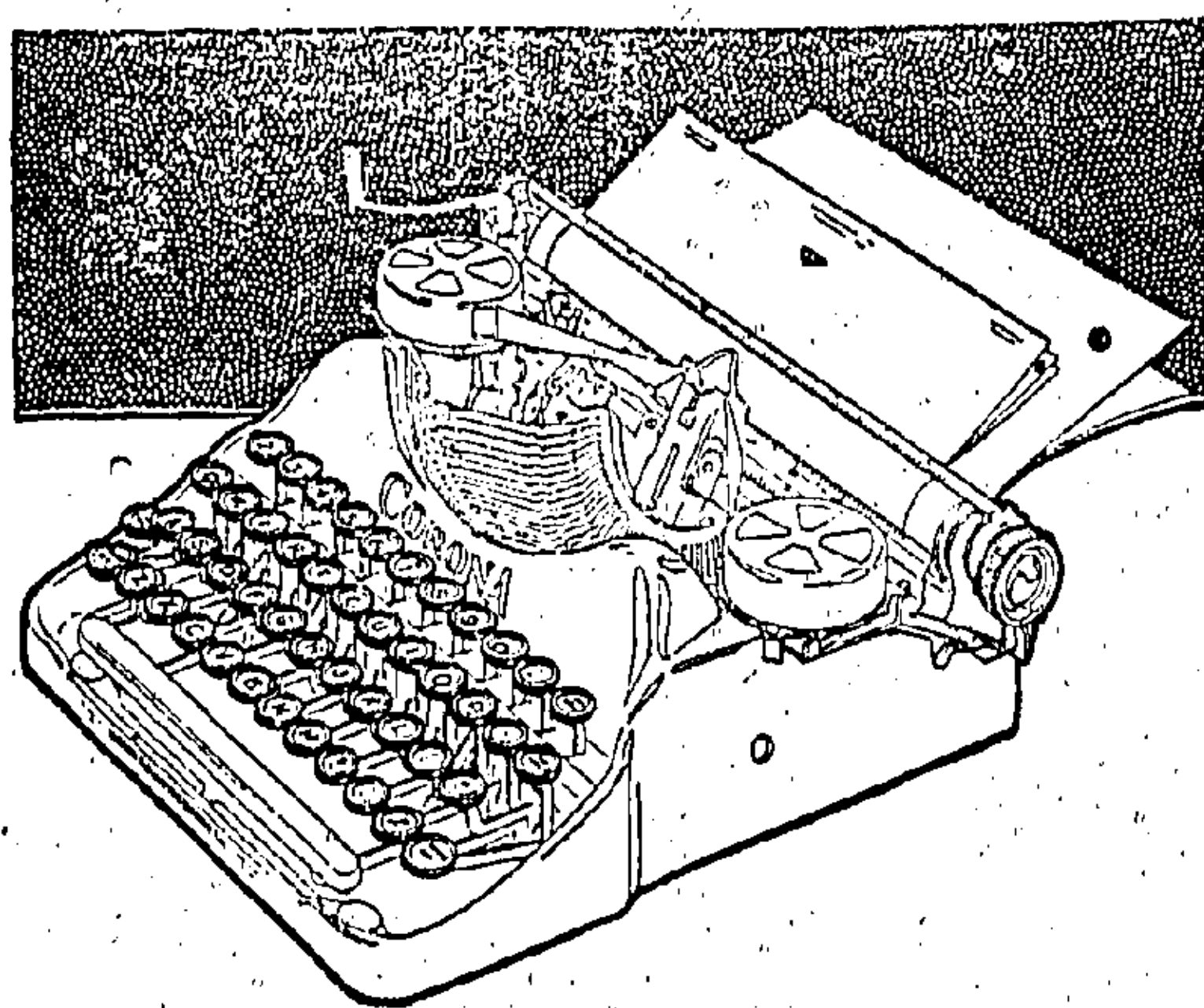
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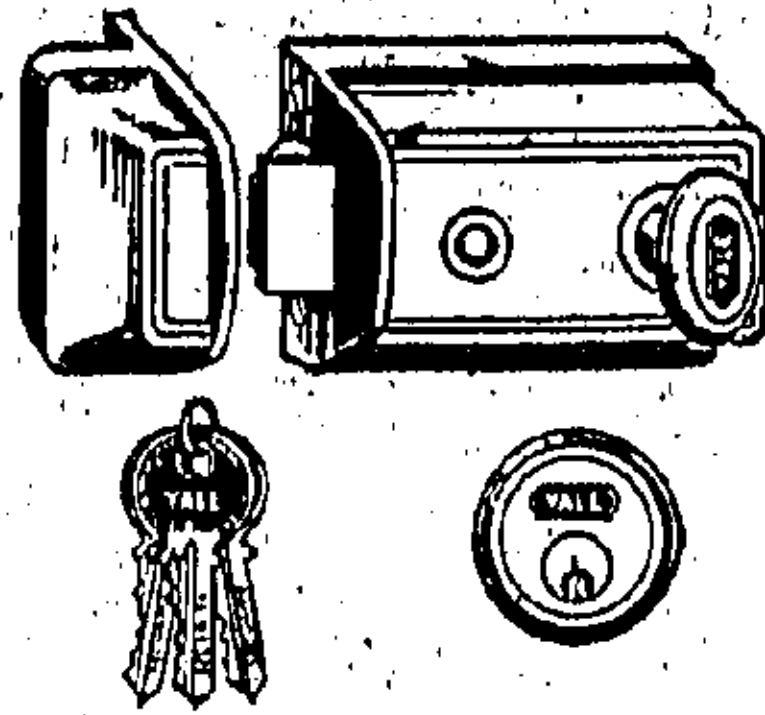


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The Telegraph

SATURDAY, FEB. 20, 1926.

SETTLING THE COST.

A few days ago we published a somewhat rough estimate of the losses suffered by local Chinese merchants because of the strike and boycott which has lasted since late last June up till now—a period of nearly eight months. It is exceedingly interesting, now, to find that efforts have been made by Chinese in Shanghai to estimate the losses up there. The Kuo Wen News Agency—a native news agency which has earned a great deal of attention lately because of the veracity of its reports—has estimated that the total loss by the merchants of Shanghai as a result of the strike after the May 30th incident, amounts to \$10,000,000. But the Chinese newspapers, however, have been giving different figures. According to calculations made by the Amalgamated Association of Street Unions, the exact figures are \$7,700,000 plus Tls. 2,300,000, which this Association claims should be submitted by the Chinese Foreign Office in Peking to the Diplomatic Corps for settlement by the Shanghai Municipal Council. It will be remembered that the Chinese returned the cheque of \$75,000 which the Council issued as compensation money for the May 30th shootings, but it is not very hard to guess the amazement of foreigners generally when the Labour Unions claim that a sum well over \$11,000,000 should be paid by the Council in settlement of losses suffered by Chinese through the cessation of work and trade by Chinese strikers. The logic of the Shanghai Unions is a little hard to understand. A claim for \$2,000,000 has already been put in against the Council—a claim regarding which nothing very much has as yet been heard. The figures compiled in Shanghai relate, of course, to a few weeks of time only as compared with the months to be covered by any figures compiled for Hongkong and Canton, and this fact makes the estimate we published a few days ago all the more conservative. The fashion among Chinese leaders at the moment seems to be that of making calculations and estimates of how much it is the foreign administrations of Shanghai and Hongkong

ought to pay to recompense the Chinese for trade losses which were occasioned by the action of Chinese, and it is the mental process by which the Chinese lay these losses at the door of the foreign administrations that baffles us. Frankly, we cannot understand its logic or reasonability. If we take the case of Hongkong, we would like to know how on earth we of this Colony can be made liable for one cent of the losses which have been incurred. We were helpless to do ought else but stand by and watch our trade and industry slow up almost to the point of cessation under the growing absenteeism of June and July last. The men who went had been refused nothing, because they had asked for nothing, and the administration of Hongkong and the foreigners who reside here cannot, either with logic or honour, be asked to pay for a strike in which they had absolutely no responsibility. Those are the ethics of the matter so far as we and most others here see them.

New Words.

Our friends the Americans are notoriously adept at the coining of new words and phrases, but from some recent examples which have just come to our notice they seem to be excelling themselves in the art. A professor of the University of California has been making a collection of some of these new words, and we will quote a few for the benefit of those who like to keep abreast with the times. "Wrecketeria" is a place where old motor-cars are discarded or sold. At a "Bobutoria" you can get your hair bobbed. Amongst the names given to a play-as-you-leave delicatessen shop are "Grocceteria" and "Grocceryteria." The limit is by no means reached with "Healtheteria" for a sanatorium, which term is responsible for a flock of derivatives. At the "Pantatorium" trousers are pressed, whilst a "Kanditorium" is a confectionery shop, and at a "Restatorium" you take your ease. What the pedants will say to these additions to the American language, we hesitate to contemplate, but time works wonders and we presume that these and other new words will have to stand the test of usage. If they are found convenient and apt, no amount of meticulous criticism will kill them; they will gradually work their way into our speech and writing, and almost before we know it they will have lost their novelty.

NEW CHURCH.

FOR FRENCH CONVENT.

A new church to cost \$300,000 has been planned in connection with the French Convent at Causeway Bay.

Plans are being prepared by the architects, and the site chosen for the new edifice is on a spacious plot of ground next to the buildings of the Convent.

SHIPPING TRAGEDY.

FREIGHTER'S STARVING CREW RESCUED.

Tokyo, Feb. 19.

The s.s. Java Arrow, from Yokohama to San Francisco, has wirelessed that she has picked up the Japanese freighter, Taishin Maru, 85 miles north-east of Yokohama, which has been disabled by a storm and drifting helplessly for a month. The thirteen members of the crew aboard were starving when rescued, and report that nineteen others took to lifeboats on February 2nd. These are believed to be lost.—*Reuter.*

SHIP AFIRE.

S.S. BOLTON BEACHED.

London, Feb. 19.

A message from Brest says that the steamer Bolton is on fire and it is spreading to number three hold. The ship has been beached and the forepart will be filled.—*Reuter.*

DAY BY DAY.

FIND OUT WHAT YOUR TEMPTATIONS ARE AND YOU WILL FIND OUT LARGELY WHAT YOU ARE YOURSELF.—*Henry Ward Beecher.*

The annual dinner of St. David's Society, Hongkong, has been fixed for Monday, March 1st at the Hongkong Hotel.

Lady Clementi, M. B. E., will preside at the annual distribution of prizes at St. Mary's School, Kowloon, on February 23rd.

One Chinese case of enteric fever was the only notification of infectious disease received by the Medical Officer of Health on Thursday.

The names of the following Companies have been struck off the Register:—The Victoria Trading Co., Ltd., and Sisman Steamship Co., Ltd.

Kowloon residents are reminded that the annual meeting of the Kowloon Residents' Association is to take place at St. Andrew's Church Hall at 6 p.m. on Monday.

Patrons who have purchased advance tickets for Miss O'Keefe's dancing display tonight are asked to exchange them for seats at the Anderson Music Company.

Amongst the passengers who left by the Empress of Australia were Mr. and Mrs. A. B. Stewart, Mrs. Hayley Bell, Mr. W. R. Buckenrough and Mr. A. M. Preston.

His Excellency the Governor, Sir Cecil Clementi, K. C. M. G., paid a visit of inspection to the new Government Building on Connaught Road and the Fraya yesterday morning.

Bishop G. H. Lander, vicar of Holy Trinity, Lyonsdown, Herts, formerly Bishop of Victoria (Hongkong), has been elected unopposed as a Proctor in Convocation for the diocese of St. Albans.

It is notified that, at the expiration of three months, the C. E. Richardson & Co. (Svatow), Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Thieves entered No. 12, Prince Terrace, the residence of certain members of the Pioneer Silk Store staff, yesterday morning, and departed with a haul of clothing and an alarm clock. The pockets of the suits contained sundry sums of money, private documents and other articles. The thieves apparently made a hurried exit, for none of the trunks in the rooms had been interfered with.

The Hongkong Amusements, Ltd., are arranging with Amie Maynard, of Denishawn fame, who has danced herself into fame throughout the world, to bring direct from Hawaii a company of Royal Hawaiians. They will perform at the Queen's Theatre as part of the programme for a week commencing March 3rd. There will be no increase in prices and the Company will change their programme with every change of picture.

His Excellency Sr. Manuel Firmino do Almeida Maia Magalhães, Governor of Macao, has accepted the invitation tendered to him by the officers, non-commissioned officers, and men of the Portuguese Company, S.V.C., to the celebrations to be held on February 27 and 28, in commemoration of the 20th anniversary of the formation of the Company and of its incorporation as a unit of the Shanghai Volunteer Corps. The members of Portuguese Company, S.V.C., are elated over the prospect of receiving such a distinguished visitor and the very high honour thus conferred on them.

TURCO-AMERICAN TRADE.

MOST FAVOURED NATION AGREEMENT.

Constantinople, Feb. 19.

A Turco-American *modus vivendi* has been signed giving the United States most favoured nation commercial treatment for a period of six months. The United States is consequently excluded from the operation of the increased customs duties.—*Reuter.*

HUMPHREY'S ESTATE.

THE YEAR'S PROFIT.

Speaking at the annual meeting of the Humphreys Estate and Finance Co., Ltd., this morning, the Chairman said:—For the second year in succession we have no profits to record under the heading of sales of property. The net profit for the period under review shows an increase of \$2,221.29 compared with that of the previous year and the amount we propose to carry forward is larger, viz., \$98,729.14 as against \$88,879.94 for the year 1924. The accounts are simplicity itself and call for very little explanation. The item Fire and Earthquake Premium is bigger than usual because it includes, for the first time, earthquake risk and fire caused by earthquake. "Accounts Receivable" consist almost entirely of outstanding rents and "Sundry Creditors" of amounts due to General Managers, Directors, Auditors and depositors.

The meeting was presided over by Mr. Henry Humphreys and there were present Mr. J. Scott Harston, Mr. W. L. Pattenden, the Very Rev. Fr. Robert, Hon. Mr. A. O. Lang, and Mr. J. M. Alves (Directors), and Messrs. L. S. Greenhill, C. Bulmer Johnson, J. D. Humphreys, and D. E. Clark (shareholders).

Proceeding with the business of the meeting, Mr. Greenhill seconded the adoption of the report and accounts. The motion was carried unanimously.

The Directors whose names are given above were re-elected to the Board, on the proposition of the Chairman, which was seconded by Mr. C. Bulmer Johnson.

Messrs. Percy Smith, Seth and Fleming and Messrs. Linstead and Davis were reappointed auditors to the Company at a remuneration of \$350. This was proposed by Mr. D. E. Clark and seconded by Mr. J. D. Humphreys.

This concluded the business, the Chairman announcing the dividend warrants would be ready on Monday.

GERMANY AND LEAGUE.

A CONDITIONAL APPLICATION.

Berlin, Feb. 19.

The Foreign Affairs Committee of the Reichstag has passed a resolution declaring that Germany's application for admission to the League is made conditional on her receiving a permanent seat on the Council, the composition of which is to be otherwise unaltered. The resolution claims that a promise was already made to that effect to Germany.—*Reuter.*

LOW RECORD.

FRANC FALLS IN VIEW OF OUTLOOK.

Paris, Feb. 19.

A new low record for the franc—136 to the £—has been registered. It is attributed to the confused Parliamentary situation and it is most doubtful if the new Taration Bill will be adopted by the end of the month. A grave conflict between the two Chambers looms ahead, as the Senate Finance Committee has drastically altered the Chamber's decisions.—*Reuter.*

EXCHANGE RATES.

To-day's exchange rates are as follow:

Paris	135.5
New York	4.80
Brussels	105.00
Geneva	25.25
Amsterdam	113.14
Milan	131
Berlin	20.43
Stockholm	13.18
Copenhagen	13.73
Oslo	25.2
Vienna	34.64
Prague	164
Helsingfors	163
Madrid	34.63
Lisbon	2.2
Rio	7.4
Buenos Aires	45.5
Bombay	1/6 3/10
Shanghai	2/6 3/10
Hongkong	2/4 3/10
Yokohama	1/10 3/10
Silver (Spot & Forward)	80%

British Wireless.

EGYPTIAN IRRIGATION.

WORK OF COMMISSION TO BE RESUMED.

Rugby, Feb. 19.

The British and Egyptian Governments have agreed that the work of the Irrigation Commission, which was interrupted by the illness of the late M. Cremers, President of the Commission, shall be resumed by the two remaining members of the Commission.

It will be recalled that by an exchange of Notes dated January 26th, 1925, the two Governments arranged to set up a Commission of Experts charged to study and propose a basis of irrigation conforming with the interests and rights of Egypt in the waters of the Nile. This Commission was to present its report before June 30th, 1925. The Commission began its meetings on February 17th, 1925, and its members visited all the most important works and investigated, together with other engineers and experts, the different aspects of the problem. The Commission was on the point of completing its examination and preparing its report when M. Cremers was taken ill. Having regard to the importance attaching to the work, the two remaining Members of the Commission, Mr. Macgregor, the British delegate, and Abdel Hamid Soleiman Pasha, the Egyptian delegate, will now complete the investigations and present a report.—*British Wireless.*

TITLED "UNDESIRABLES."

COUNTESS OF CRAVEN REJOINS HUSBAND.

Montreal, Feb. 19.

The Countess Craven has arrived and re-joined her husband.—*Reuter's American Service.*

COUNTESS OF CATHCART.

New York, Feb. 19.

Lady Cathcart has secured a respite in connection with the order for her exclusion from the United States, the Federal Judge having issued a writ of *habeas corpus* calling for her appearance in court on the morning of February 23.—*Reuter's American Service.*

COTTON TRADE.

LANCASHIRE'S BIG HANDICAPS.

London, Feb. 19.

At the annual Federation of the Master Cottonspinners Associations at Manchester, the president, Mr. Fred Holdroyd attributed the last five years' depression in the American section of the Lancashire cotton trade largely to the trade war, upon which several of their competitors, particularly Japan and Italy had entered. He could not see how Lancashire goods could possibly live against Japanese competition when Japan's cotton industry was largely protected and State subsidised. Some day, the workers, whether white, yellow or black would assert their rights to reasonable living conditions. The foreigner was not winning or retaining markets by skill or enterprise but because he had favoured conditions which were denied us. National taxation enormously handicapped the home industry but Lancashire could beat any country in quality. He was hopeful for the future of the cotton trade. Short-time working, if honourably adhered to, would end the appalling losses in the American section.—*Reuter.*

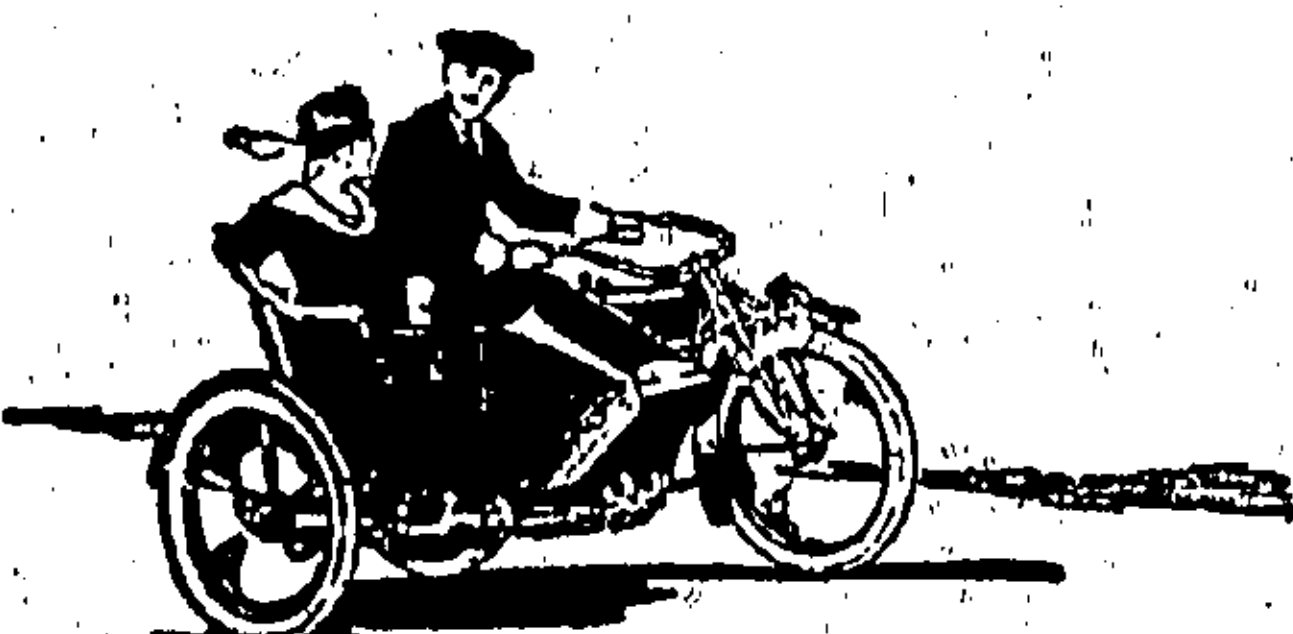
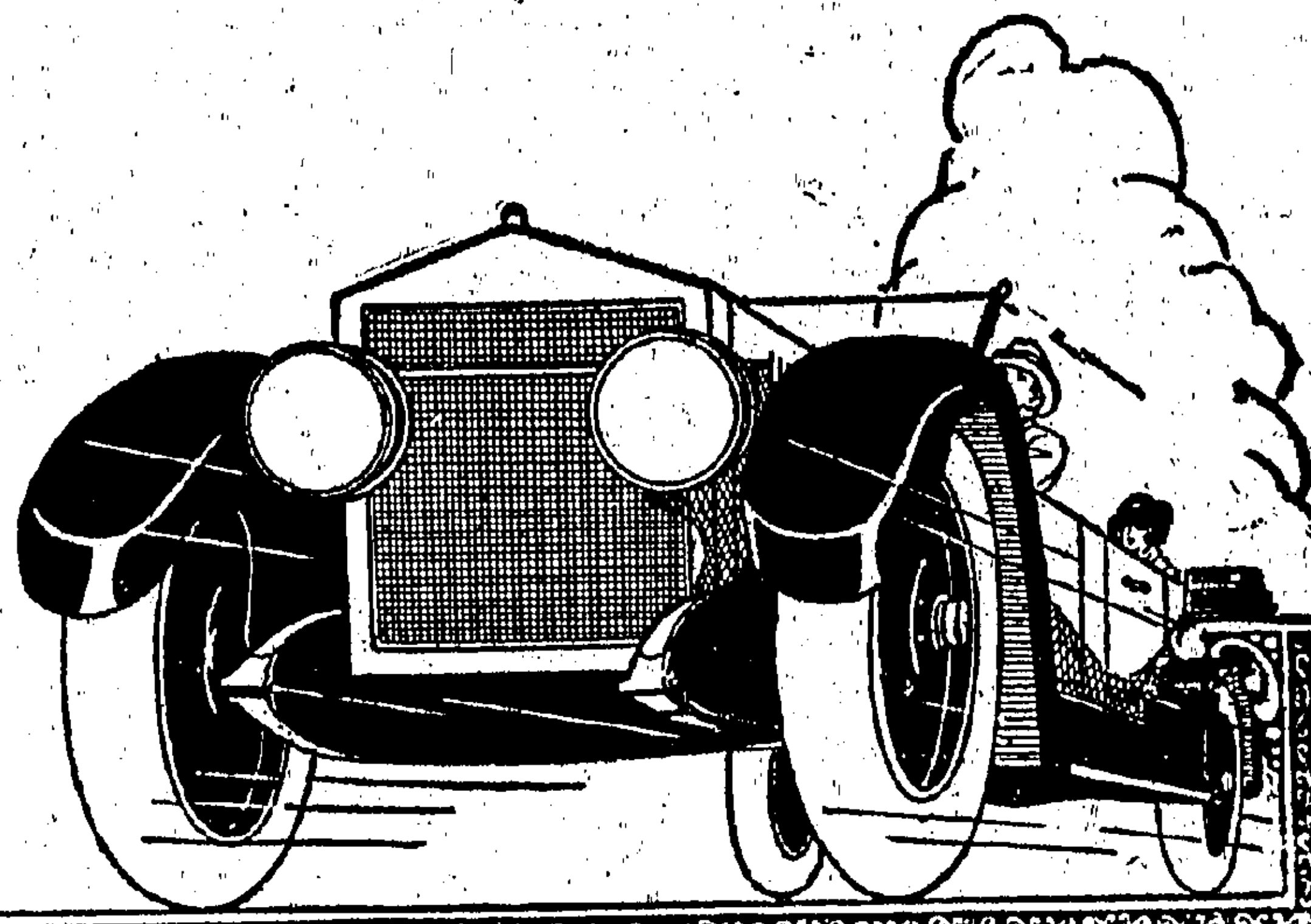
Structural additions to cost about £20,000 are to be made to the Royal Caledonian Schools at Bushey, Herts, Science and handicraft rooms, playgrounds, and a house in the grounds for the principal are to be provided. The Royal Caledonian Asylum, as the schools were originally called, was instituted for supporting and educating the children of soldiers, sailors and marines, natives of Scotland, who have died or been disabled in the service of their country, and also the children of indigent Scottish parents residing in London not receiving parochial relief. Necessitous cases are now considered, even though they do not conform to these conditions. Highland dress is worn by boys and girls and Scottish national music taught and played.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 20th. February, 1926

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Pirate Services.

During the week, we heard further comment on the practice indulged in, over in the New Territories of carrying passengers on motor trucks which are supposed to transport merchandise only. From every point of view, this practice should be discouraged, being, as it is, nothing less than a form of transport piracy. It is quite evident that vehicles which are licensed to carry a stipulated weight of merchandise, derive an additional form of revenue by carrying passengers. Not only is the practice unsafe and contrary to regulations, but it also creates unfair competition against the legitimate passenger services. There seems to be little, if any, notice taken of this custom, although it is a matter which should be severely dealt with.

White Lines.

We are glad to notice that the white line guidance system has been put into effect at the dangerous Magazine Gap corner, and its influence on drivers should considerably lessen the risk of collision at this point.

Sheko Road.

From all appearances, the Sheko motor road has been entirely forgotten by our Roads Department, for no work has been done on it for many months now. For the first few hundred yards, the surface is all that could be desired, but the motorist's feeling of appreciation soon gives way to despair as the illusion of a pleasant drive is so sadly shattered. There is actually one part of the road where top dressing has been commenced on one half of the width, and then abandoned. This leaves a drop of from four to six inches in the centre of the road—a particularly dangerous state of affairs for the unwary motor cyclist who happens to be on the road at night. Towards the Sheko end, loose stones are scattered everywhere, and even if the necessary work is suspended for the time being, there is no reason why these stones should not be swept to one side. Driving to Sheko at the moment, is more in the nature of a trying ordeal than the pleasant experience it should be.

Two Thousand!

Hongkong registration figures have now passed the two thousand mark. A Graham Brothers truck purchased by the Rural Land Investment Company, Ltd., having been given the number of 2,011 last week. It is certainly encouraging to know that sales of motor cars and commercial vehicles were exceptionally high during the last six months of 1925, and already this new year has seen much activity in the automobile trade locally. The automobile has firmly established itself as a modern necessity in this part of the world, and Hongkong is fortunate in being so well provided for in respect to sales and service depots.

Lady Drivers.

Some time ago we noticed a controversy raging in an American newspaper on the question of the driving ability of the fair and weaker(?) sex. The majority of views expressed indicated that the average lady at the wheel is as efficient as any mere man, excepting in circumstances calling for instant action, such as avoiding a collision. This

last thought was brought vividly to our mind last Sunday when approaching a blind corner around which there suddenly dashed a car driven by a lady. In this instance, the offending driver, (the offence being that of taking a corner on the wrong side) would have undoubtedly come to grief had the car in which we were riding, reached the corner at the same moment that the other machine arrived there.

Some Driving Tips.

It is an opportune moment to quote "Some Driving Tips to the Ladies" which we read the other day. "Don't take advantage of the fact that you are a woman, because, though most men drivers will make way for you even when you are in the wrong, they will think the less of you while they do so. And there are some men who will insist upon their 'rights' as motor car drivers. Should you encounter this last named species, there is likely to be a crash."

Don't Shave Things.

"Don't shave things. Leave that trick to the barber. Good drivers give other vehicles clearance."—especially round corners! "Don't drive carelessly over wet roads. A hole full of water may not mean much to you, but to the pedestrian who receives in his face the water ejected from the hole by your tyre is a matter of moment—damnable moments."

Reduced Prices.

In view of the fact that some American automobile manufacturers have notified an increase in the prices of their products owing to the rise in tyre prices, it is gratifying to hear that at least one well known factory has further reduced prices during the last few months. We refer to the latest factory prices for Graham Bros. trucks. Within less than one year, prices have dropped by stages, and the examples given below show the level now reached. The three models quoted are the types especially suitable to Hongkong conditions, but similar reductions are given in the latest price list, for all models made:—

Models B B 1 ton, 130 W. B.—MBM 1 ton 140 W. B.—YB21 Passenger Coach, 158 W. B. Old prices being respectively, G\$1175, G\$1465 and G\$1760. The current prices are G\$975, G\$1295 and G\$1575.

Dazzling Headlights.

We observe from an Indian motor journal that the use of dazzling headlights on motor cars has become a question of considerable interest in Bombay, and its prominence is kept up by police cases from time to time. One case which excited considerable interest was that of a motorist who stood charged before the Police Court with causing his car to be driven without the glasses of his electric headlights being thickly ground or painted white. The upper halves of the glasses were painted blue while the lower halves remained unshaded. The accused in his statement maintained that they did not give a powerful light being only of 21 candle power, that the plating of the reflector was old and tarnished and the battery weak; that more than half the surface of the glasses were painted; and that he was not driving the car at the time.

HONGKONG'S NEW MOTOR CYCLE-AMBULANCE COMBINATION.



The Hongkong Branch of the St. John Ambulance Brigade is to be congratulated upon its enterprise in providing such an excellent emergency ambulance as that seen above. A stretcher with canvas screen can be fitted to a motor cycle in place of the side-car in a few minutes. This clever arrangement has been devised by Corporal B. A. Hyder, of the Indian Division, who is shown in charge of the machine at the Fanning Races where a section of the Brigade was on duty. Photo Mes Cheung.

The Defence.

The pleader on behalf of the accused contended that the rule which the accused was alleged to have infringed was ultra vires, and further that apart from the validity of the delegation by the local government of its rule-making power to the Commissioner of Police, none could pass a rule that any lamp, however dim, must have its glasses ground or painted white. As regards the delegation of the power itself, there might be twenty different sets of conflicting rules within the Presidency, and that therefore it was clear that the intention of the legislature was that one authority—the local government—should frame rules which would regulate the provision and use of lights all over the Presidency. The counsel also argued that the infringement of a rule the violation of which caused no harm to anybody or was not likely to cause harm to anybody constituted no offence.

Further Enquiry.

The Chief Presidency Magistrate before whom the case was tried, in his judgment observed that many cases of rash and negligent driving did not cause harm to anybody, but were still offences because they were likely to cause harm. The case in question was on a similar footing, and the accused was convicted and fined Rs. 20.

Likely to Harm.

This case, as has been mentioned above, has excited interest, and the judgment has caused a stir among the motoring public. It is well known that the question has already been under the consideration of the West India Automobile Association, which has been carrying on some "agitation" regarding it. The Committee of the Association are now in possession of opinion regarding dazzling headlights, from South Indian Motor Union, the Automobile Club of Ceylon, and also from the Automobile Association of Great Britain. Sir Reginald Ford, the chairman of the committee, informed the committee at its last meeting that non-dazzling lenses are to be fitted to his car at an early date to enable the committee to proceed further with the matter.

SPANISH FLYERS COMING.

FROM SPAIN TO THE
PHILIPPINES.

The Hongkong Office of the Asiatic Petroleum Company has received information that Capt. Lorigu, a Spanish airman, will set out from Spain in April next, with the Philippine Islands as his destination. It was first intended to include Canton in the route selected, but on account of the unsettled state of affairs together with the problematical question of laying down supplies of gasoline and oil, Macao has been decided upon instead of Canton. The route from this part of the world will embrace Foochow (after Macao), Tamsui, Formosa, and from thence to the Philippine Islands. From the amount of supplies called for, in this instance both Shell spirit and oil being used, it would appear that at least two machines will be engaged in the flight.

B. S. A. MOTOR CYCLES.

FOR EUROPEAN ARMY.

Motor bicycles for military use must be of exceptional strength and reliability, and a striking testimony to the reliability and service of B. S. A. motor bicycles is offered by the recent purchase of twenty B. S. A. motor bicycles and sidecars for the Czechoslovakian Army. It is interesting to note that, on this occasion, the B. S. A. secured the largest order of all competing firms.

MOTORCYCLES POPULAR.

Foreign trade plays a big part in America's motorcycle industry. During the past five years America produced a total of 196,885 motorcycles, of which 103,570, or about 53 per cent., were exported.

HOT AIR WIPER.

A windshield wiper has been invented which uses a jet of hot air to keep ice and sleet from forming on the glass. The device also makes use of a rubber strip to wipe off heavy moisture.

THE FIRST ROAD HOG.

WHEN EIGHT MILES AN HOUR
WAS EXCESSIVE.

"In one week we have been called road-lies, road-fends, and cads-on-casters."

These epithets do not apply to motorists. The above quotation is from the *Gazette of the Cyclists' Touring Club of 1892*, sent to *The Daily Mail* by a correspondent, with the comment:—

Motorists of to-day who consider that they are often ill-used by the police and unfairly criticised by non-motorists might find some consolation in the lot of the pioneer cyclists.

Looking through my old *Gazettes*, I find that scarcely a week passed without a cyclist being prosecuted for furious riding, and although there was no speed limit in those days fines were imposed when the evidence showed that the offender had ridden at the hilarious speed of eight miles an hour. Kingston Bench, according to the *Gazette* was particularly hard on cyclists.

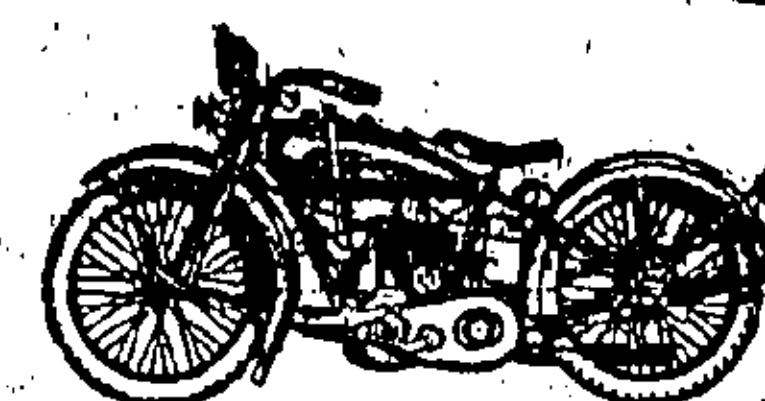
Curiously enough, the word "road-hog" was first applied to a rider of a horse.

In April 1892, a horse-rider was charged with riding so furiously near Raynes Park Station as to cause grave danger to a cyclist. According to the evidence, the rider was so annoyed by the approach of a "cad-on-casters," who frightened his horse, that he rode straight at him. He was called a road-hog and fined 40s.

Before 1888, when the Highway Act came into force, a cyclist had no legal status. He was called a mounted pedestrian. When the Act was passed his vehicle became a two-wheeler carriage, and he was protected by the Act.

In a "scorching" case at Cardiff in 1900 a cyclist was sent to prison for 14 days, the magistrate remarking:—

Cyclists expect everyone to keep out of their way, and I wish all towns would make regulations that, people should not ride bicycles beyond certain points in crowded thoroughfares.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received by the s.s. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

ALWAYS IN STOCK

Latest Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

The word MOBILOIL has become so well-known, so famous,—that many motorists disassociate the letter designating the grade and use the letter only when applying for lubricating oil, thinking it is unnecessary to say Mobiloil "A" or Mobiloil "B" as the case may be.

What is the result? When you call for "A" or "B" oil, you are courting trouble because the fact that you haven't specified Mobiloil gives the unscrupulous dealer a chance to supply an inferior product at a price which returns an unfair profit. Ask for Mobiloil "A" or Mobiloil "B" and see that the receipt handed you bears the word "MOBILOIL." This precaution helps to prevent substitution and places you in a position to assist us in the prosecution of unscrupulous dealers.

VACUUM OIL CO.

LEAVE IGNITION ON.

If the ignition is turned off while going down a hill with first, second or third gear engaged, the auto following may have the gasoline will flow into the engine. This washes the oil off the side walls of the cylinders and when the ignition is turned the engine may blow the muffler off.

QUICK STOPS DANGEROUS.

If your car is equipped with four wheel brakes, remember that the auto following may have the old style braking system. A quick stop will cause him to wreck the rear end of your car. Never make a sudden stop unless it is absolutely necessary.

HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

CLEANING TUNGSTEN POINTS.

The Tungsten or platinum 4 and I suppose either the valves or the piston-rings must be leaky, but cannot tell which. What test can I use to settle this point?

Answer: Remove the spark-plug and introduce into the cylinder about a fluid ounce of heavy engine oil (air cooled engine oil would be good), replace the plug and hand-crank the engine with all other plugs removed. The heavy oil will seal the piston and if compression is then found to be well retained it will indicate that the leak is past the rings. If no improvement is noted the leakage is through the valves. A leak past a piston into the crank-case, can usually be heard as a hissing noise, at the breather (oil-filter) opening. A rubber hose can be used to listen through. With the exhaust manifold off, an exhaust valve leak can usually be heard at the exhaust port and inlet valve leakage may be audible at the carburetor air-intake.

Honing Tungsten Contacts.
Tungsten points can, however, be smoothed by the use of a stone hone, special small thin-forms of which are on the market. The contacts are opened widely enough to admit the hone, each side of which smooths off one of the contacts, when they are pressed together with light pressure and the hone drawn back and forth between them. No more metal than necessary should be removed and the surfaces of the points should be left so that, when together, they touch flatly, thus making contact over their surfaces.

Smoothing With Sandpaper.
Contact points can also be cleaned and smoothed by means of a piece of fine sandpaper, doubled with the sanded surface out, which is drawn between them when they are lightly held together. A thin, fine jeweller's file is suitable for use on magneto points or any points of soft metal, but one should be careful not to waste any of the expensive metal.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an interesting reference.)

Ring Leak on Piston.
Question: On my six engine, there is quite an escape of oil from No.

ROAD MAINTENANCE.

U. S. GASOLINE TAX

(BY ISRAEL KLEIN.)

Motor officials in the United States ask—

What are the states doing with the receipts they collect from motorists in the form of licenses, registration fees, taxes and other revenue?

According to statistics compiled by the U. S. Bureau of Public Roads, all this money is not spent for the benefit of the motorist. Where the difference goes is a matter of conjecture.

But complaints have been reaching state authorities that motorists object to being taxed for the maintenance of departments from which they derive no direct benefit. Automobile clubs are fighting just this system of taxation, yet plans for additional means of taxing motorists keep cropping up here and there.

Driving-Gear Adjustment.

Question: I have just installed a new pinion and ring-gear in my car and find that the drive is quiet, when the engine is pulling, but that it makes a grinding noise when the car is coasting.

Answer: If you can obtain a repair manual of this make of car, you will find this subject much more fully treated than we can treat it in a letter. The best method of adjustment is based upon coasting the pinion teeth with prussian blue, turning the axle by hand and determining the tooth contact by noting to what parts of the ring-gear teeth, the blue is transferred. These contact marks should cover from one-third to one-half of the tooth length from the inside or toe of the tooth and the two gears should be adjusted in or out of mesh until this adjustment is obtained. The presence of coasting noise usually indicates that the pinion is adjusted too far back toward the rear of the car. Try setting it a little further forward, checking up the tooth contact by the prussian blue method.

Not All Used.

Out of 38 states deriving a revenue totaling nearly \$32,500,000 a year from gasoline taxes, thirty-two apply parts of these funds to highway work, the kind of state activity, in which the motorist is mostly concerned. A little over \$20,000,000 is paid out for highway construction and maintenance.

Where does the remaining \$12,500,000 go?

Twenty-four of the 38 states having gasoline taxation apply all or nearly all these funds to highway work, six spend half these revenues on such improvements, two less than this proportion, and the remaining four use the receipts for other than highway purposes.

Most receipts from registration fees, licenses and permits, however, go directly into the highway funds in all states. Only five of the 48 states applied none of these receipts to state road work in any direct form last year.

The Sore Spot.

Of course, these five states have roads to maintain and new highways to build. But whatever is spent for these purposes comes from a general fund, rather than the specific sources most closely allied to road work. In these states there is no way of telling just how much of the motorists' money is spent directly for his benefit.

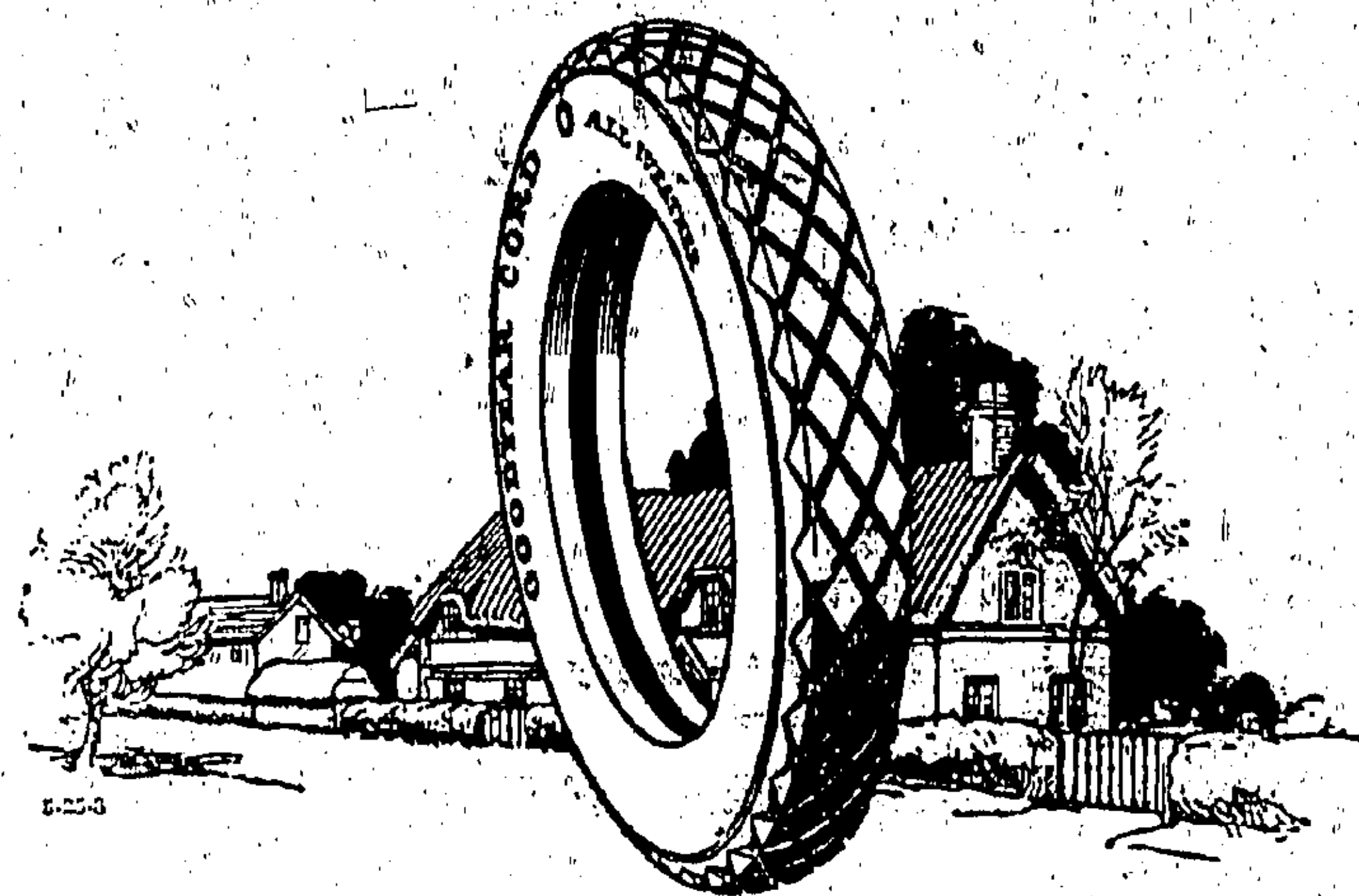
The sore spot in the distribution of auto receipts for the benefit of motorist lies in gasoline taxation. Auto clubs generally have fought this form of revenue. Yet three-fourths of the country has adopted it and signs point toward its nationwide adoption in a few years.

Auto officials would look upon this outcome with resignation, if only this additional revenue were applied for the benefit of the motorists. Now some \$12,500,000 of the \$32,500,000 obtained in this way is put to some other use, while the motorist seems to be footing the bills of other departments.

It is this apparent unfairness that auto clubs are condemning and combating.

HUGE AUTO TRAVEL.

Motorists of California have travelled 7,500,000,000 miles in their machines in 1925, according to estimates made by the engineering department of the Automobile Club of Southern California.



The Mark of Quality

Goodyear Cord Tyres have in them the finest material and the finest workmanship that experience and resources are able to command.

Choose the tyres that have proved their worth—tyres with the famous "All-Weather Tread," and with the flexible, cool-running endurance that only SUPERTWIST can give.

Next Time Buy

GOODYEAR
CORD TYRES

Made with SUPERTWIST

MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & CO. (CHINA), LTD.

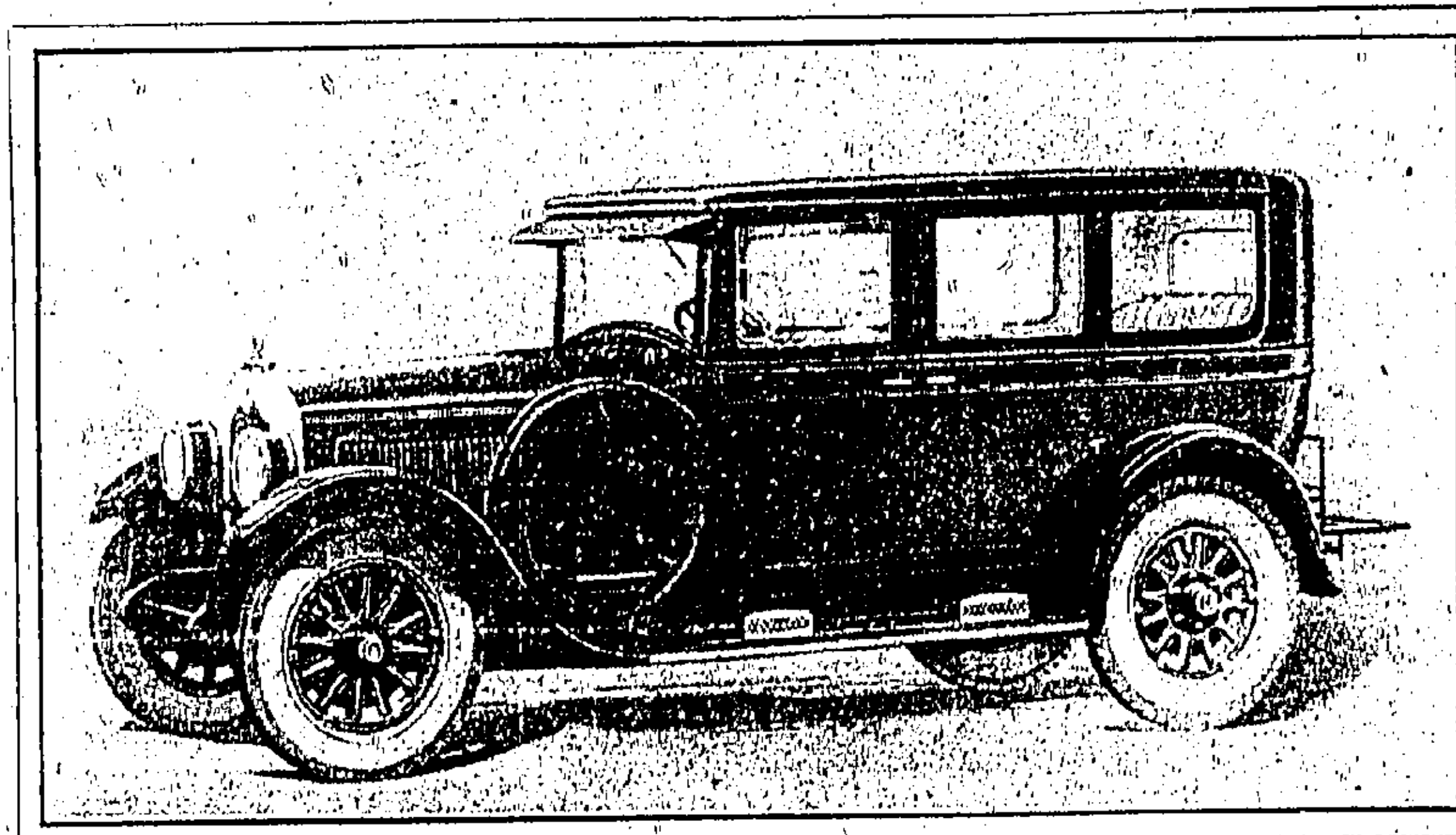
Bank of China Building, Hongkong

Buy British—and Be Proud Of It!

As a result of intensive forethought, planning and investigation by Canadian Engineers, the 1926 BRITISH EMPIRE BUICK is offered with a complete line of charming bodies created specially for the world's varied markets. Leather upholstery harmonises with the colour schemes, full-vision side curtains, adjustable seats specially designed, one-man hoods, so simple that a child can operate them—these and many other refinements ensure maximum utility, comfort and convenience combined with inherent beauty. The same quality which has been built into Buick cars for more than twenty years has been supplemented by still further strides in engineering perfection. Ten year old Buicks, without present-day refinements, are quite common in England to-day. The 1926 Buick has been designed not only to give phenomenal performance, but also an abnormal length of life.

Before buying a car, compare Buick beauty that bespeaks inherent goodness and exceptional road performance; then compare prices. THE BRITISH EMPIRE BUICK is without question the finest car value the world has seen to date.

Beauty
That Delights
the Eye



Economy
That is
Certain

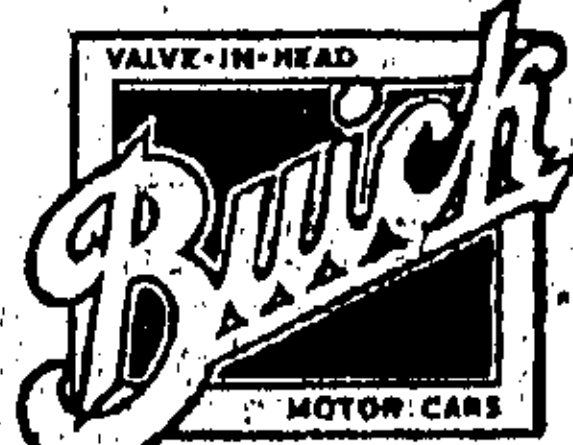
The 1926 Buick is A British Empire Product.

The British

Empire Buick

LATEST MODELS NOW ON VIEW.

DEMONSTRATIONS GLADLY ARRANGED.

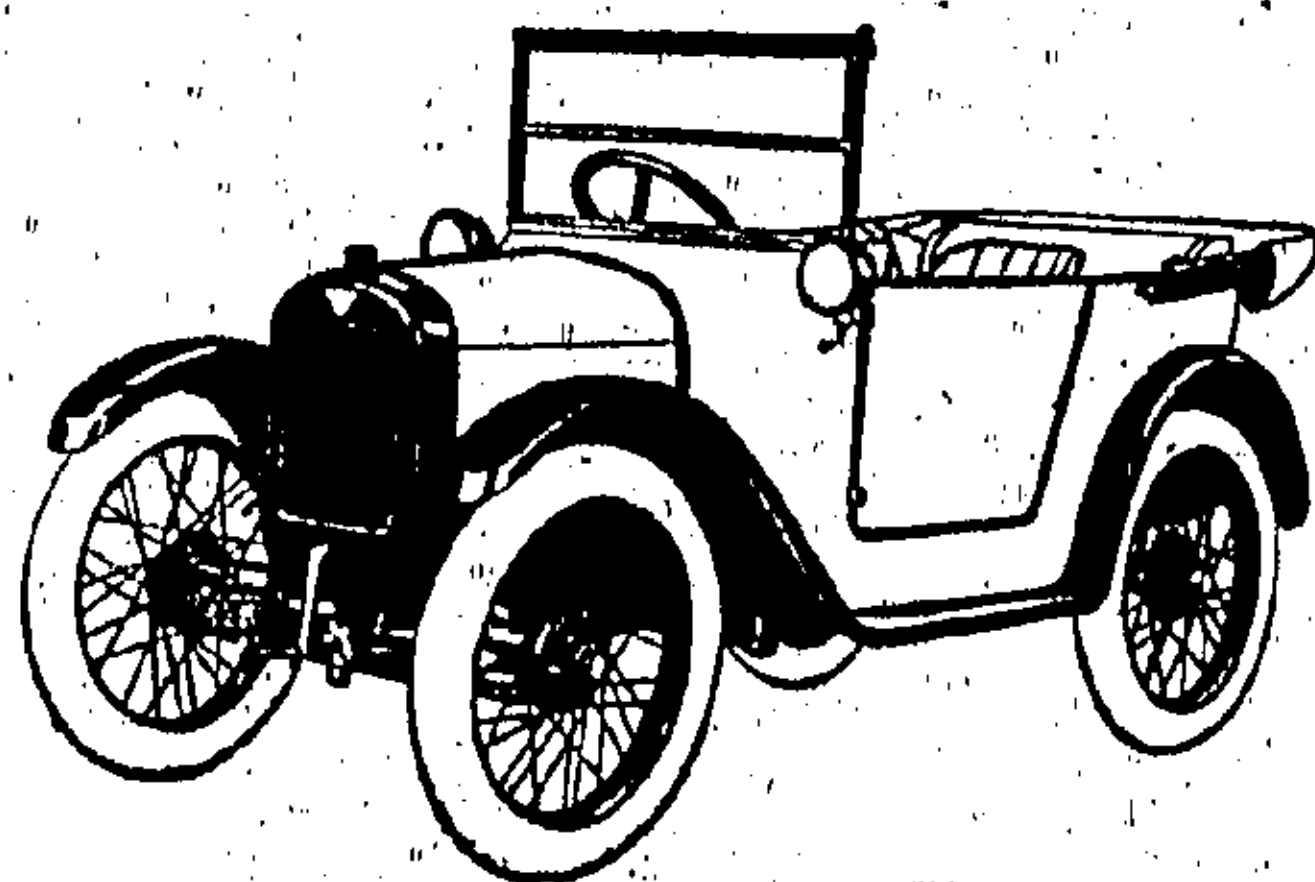


THE HONGKONG AND KOWLOON

TAXI CAB COMPANY, LIMITED.

33-35 Des Voeux Road, Central, HONGKONG.

AN OFFER



The first twelve purchasers of an Austin Seven Motor Car in 1926 will receive a—

FREE INSURANCE POLICY

with the

GENERAL ACCIDENT FIRE & LIFE ASSURANCE CORPORATION, LTD.

Get in on this offer and join the throng of happy Austin owners. The initial outlay is small and the upkeep less than tram-fare.

We shall be pleased to show you how easy it is to become an Austin owner.

AEX. ROSS & Co., (China) Ltd.

Show Room No. 1A, CHATER ROAD.
OPEN SATURDAYS AFTERNOON till 5 o'clock.

THE MODERN MOTOR CAR.

MORE THAN AN ENGINE.

The motor car must be more than an engine.

Just so long as they could make a car run at all, automobile engineers, a few years ago, felt they had accomplished all that could be expected of them.

No matter how the car looked; no matter how many controls, how many levers, cranks or knobs stuck out in every direction—so long as the engine could keep the thing moving, the task was accomplished. Grotesque bodies—some like a buggy, others like a coach, some almost like a wagon—were fitted to the chassis, and the first windscreen was an extra accessory!

Soon the engine situation had been conquered; the engines would keep on running. Engineers then had to turn their attention to pleasing appearance, to comfort, convenience of operation; to freeing the driver from a myraid of tasks so that he, too, might enjoy the ride.

Many New Conveniences.

Within the past year, automobile engineers have added conveniences to cars to such a degree that the present day buyer must compare cars, must go over them point by point, if he is to save himself the purchase of accessory equipment; if he is to be sure he has on his car conveniences of such marked advantage that without them he cheats himself.

Here are some things every car buyer should insist upon in the car he buys. They are standard on the New Studebakers, which are used as an example:

Light control on the steering wheel, for safety; automatic spark advance, letting the engine time its own firing; emergency brake lever under the dash, out of the way; spherical foot accelerator to end foot fatigue; all instruments grouped under one glass, protected and all readable at one glance; a one-piece windscreen with an automatic cleaner. Full balloon tyres on a chassis designed to eliminate shimmying; a steel apron over the petrol tank; a gauge on the dash telling exactly how many gallons of petrol remained in the tank and an eight-day clock.

Open Closed Car Feature.

But there are still further conveniences, as for example: A valve beneath the bonnet, to drain the crank case without soiling hands; an oil screen inside, into the centre of which returning oil is drained, so sediment won't splash into cylinders. A water-proof ignition system with electric wires in metal conduits. And last but not least, an open car body which is convertible to an enclosed car by simply lowering roller enclosures at the sides—without getting out of the car.

Many of these betterments were introduced within the year. They show the field of activity of modern motor car builders. Buyers of automobiles these days will compare the specifications of any car they consider against the foregoing list. With all included, modern business efficiency has made it possible for makers to keep prices low. Without a low price, the betterments would not be purchasing advantages.

ALL METAL PLANES.

An all-metal flying boat has been built for the British Air Ministry in Copenhagen. The machine recently made the flight from Copenhagen to Felixstowe, a distance of 600 miles, without stop.

The Greatest of All HUDSONS at Lowest Prices in History

\$3,000 for the COACH

\$3,600 for the Brougham — \$4,000 for the 7-Pass. Sedan
All Prices Freight and Tax Extra

Everywhere Hudson is known as the "World's Greatest Buy." That is not alone because of its selling price. The value is in performance, endurance and low operating cost. Such qualities are outstanding long after the price is forgotten.

Hudson prices are lowest because the world's largest production of Sixes—Hudson and Essex—has made possible economical methods of manufacture. Through increase of quality, greater sales result, and volume economies that permit lower prices. There you have the reason for Hudson's leadership in value, in price, in sales.

World's Greatest Value

Everyone Says It—Sales Prove It

The DRAGON MOTOR CAR Co., Ltd.

33 Wong Nei Chung Road, (Happy Valley) Central 1246 or 1247.

A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



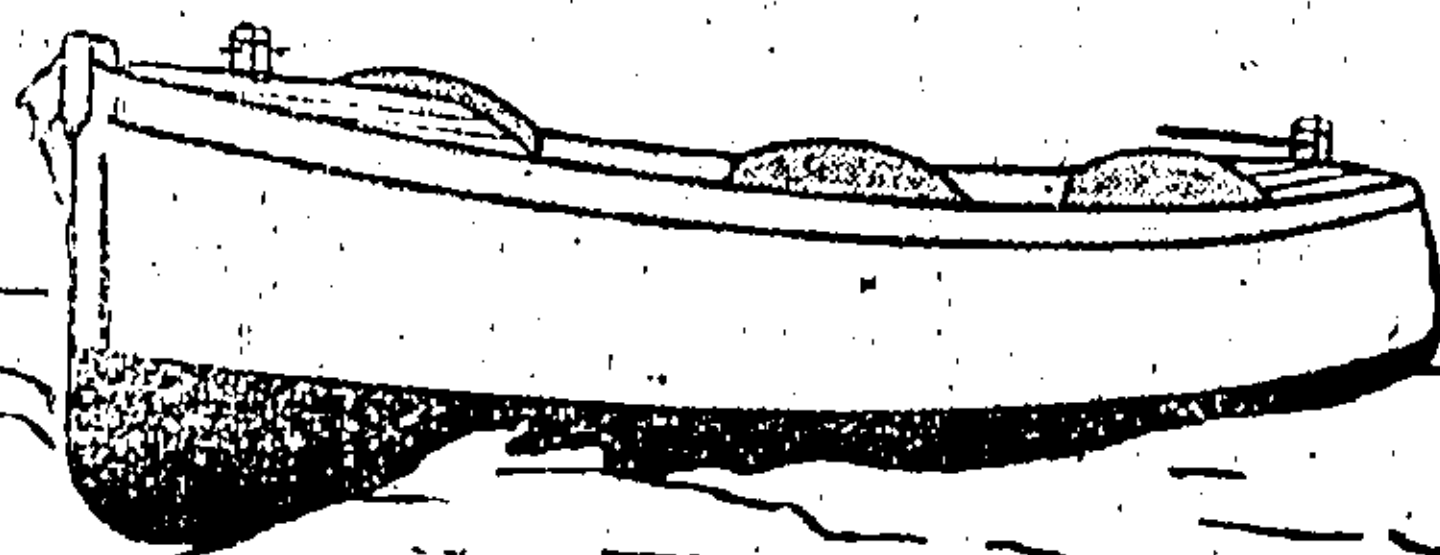
They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd. HONGKONG HOTEL GARAGE,
Hotel Annex Building. Distributors.
Telephone Central 4554. Telephone Central 4759.

THE AILSA CRAIG HARBOUR LAUNCH

SPEED 7 KNOTS.



BRITISH THROUGHOUT

COMPLETE **\$2350** DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

Startling New Prices!

Vital Improvements ~ Attractive New Colors

Absolute smoothness and quietness of engine operation characterize the improved Dodge Brothers Motor Car.

Decreased weight gives it a surprising new snap and elasticity.

The lower and more graceful closed bodies are finished in rich and attractive colors.

Vision from within is increased to an almost incredible degree.

Reduction of bulk was accomplished by further notable advances in all-steel body construction, in which Dodge Brothers have led the world from the very beginning. Naturally there is a proportionate gain in operating economy—with increased safety and durability.

Any member of the great Dodge Brothers Dealer organization—the finest and most aggressive in the world—will gladly give you all the interesting details.

THE DRAGON MOTOR CAR CO., LTD.

33 Wong Nei Chung Road, Happy Valley
HONG KONG

DODGE BROTHERS MOTOR CARS

POWER AND ECONOMY.

COMPRESSED AIR MOTOR.

Lew's has built a compressed air motor which he claims will replace our present gasoline engines for automobile use.

The engine has been tested out on automobiles and found to run with 16 and even less pounds of pressure.

The compressed air is carried in a tank which holds 200 pounds of pressure.

An automobile with such an engine will run 100 miles an hour without diminishing the air pressure, says Kiser. The construction of the motor provides for compressed air to be forced into the tank from the exhaust.

The principle on which the compressed air motor works is similar to that of a steam engine. The cost of propulsion is said to be practically nothing.

Kiser's plans for the development of the compressed air motor do not limit the machine to automobile use.

He is going to introduce the engine for airplane use.

With a slide valve and a rotary motion, this motor, says Kiser, will allow airplanes to make landings and ascensions from a limited space.

An airplane of this nature will make an ideal mail ship and if his invention is practical and satisfactory it will probably be taken up by postal authorities.

Kiser has received offers of royalties for the use of his invention, but has refused them as being too small in comparison with the demonstration of the motor's value.

WINGED MOTOR CARS FORECASTED.

FRENCH ENGINEER'S TRAFFIC CONGESTION SOLUTION.

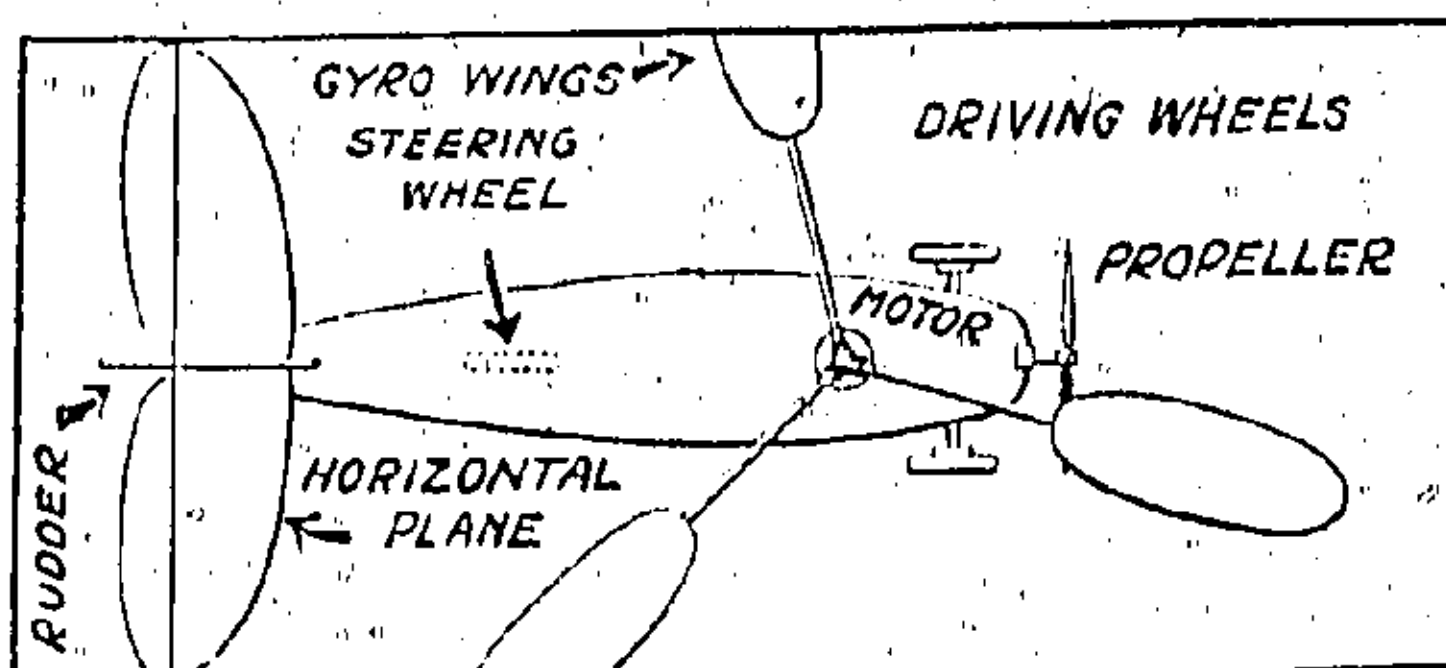
(Special Report to *The Hongkong Telegraph*).

Winged automobiles may be our salvation from the traffic and touring evils of to-day.

Winged automobiles that may be parked in a garage of modern dimensions, but that could spread its wings and fly off undisturbed by the slowness and thickness of traffic.

The two front wheels are connected directly to the motor, as is also the propeller in front. But while one is in use, the other is shut off.

There's only one more wheel in this winged auto of Louis Breguet's, and that's in the rear



Such is the probability for future touring as foreseen by Louis Breguet, one of the foremost leaders of aviation in France.

The flying auto has been conceived before, but never with such completeness and certainty as that of Breguet. This authority has actually drawn plans for the winged auto of to-morrow, and has described its possibilities almost to the slightest detail.

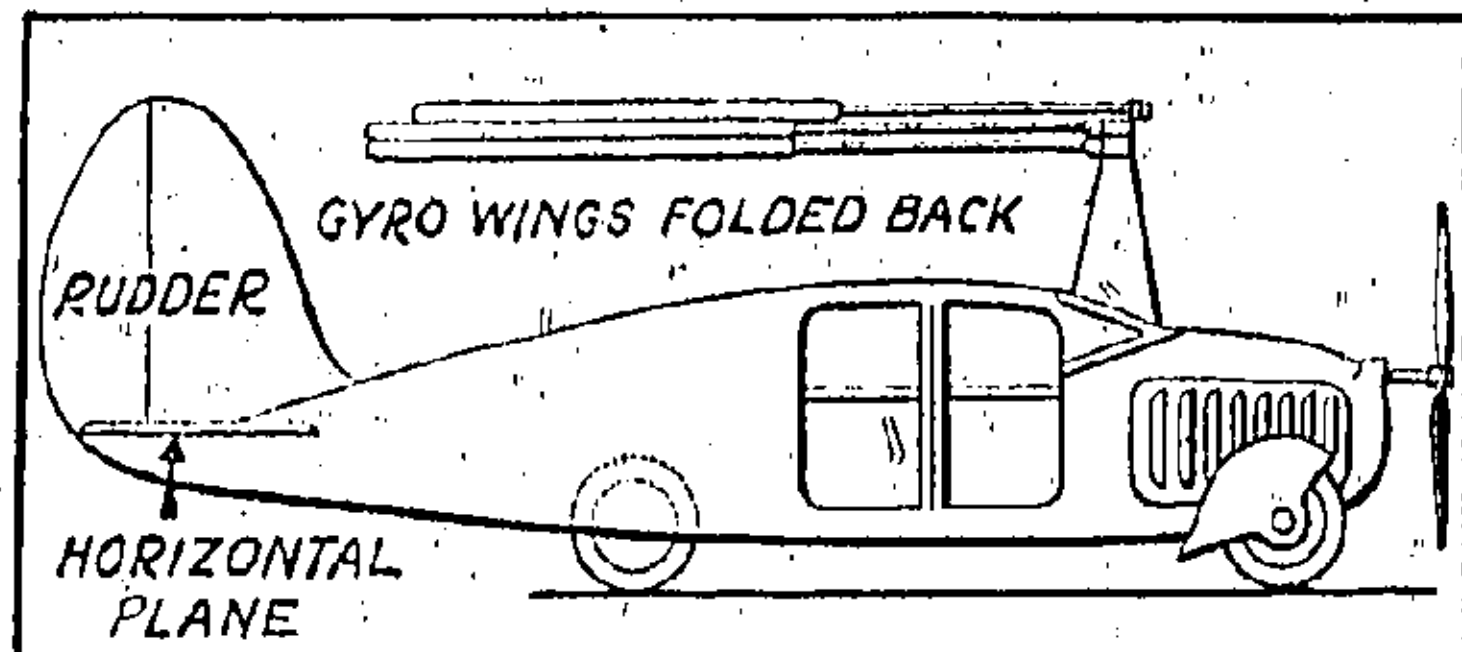
Description of Car.

The car itself looks more like an airplane than an auto, with horizontal and vertical planes in the rear, forming rudder and

to steer the car while it is on the ground.

There may be room enough in such machine for five persons, just as there is in the modern sedan. In fact, the car is designed as a small sedan, with four doors.

The length of the entire car, wings, and all, would be about 25 feet, although the wings could be folded back over one another, to permit of parking in a 20-foot garage. The width of the car, with the horizontal planes in the rear folded up, would be about 72 inches, and its height 10 feet.



elevators, a propeller in front and a triple folding wing, designed to rotate during flight and act as a stabilizer, just as the wings of the airplanes do to-day.

It's Sort of Compromise.

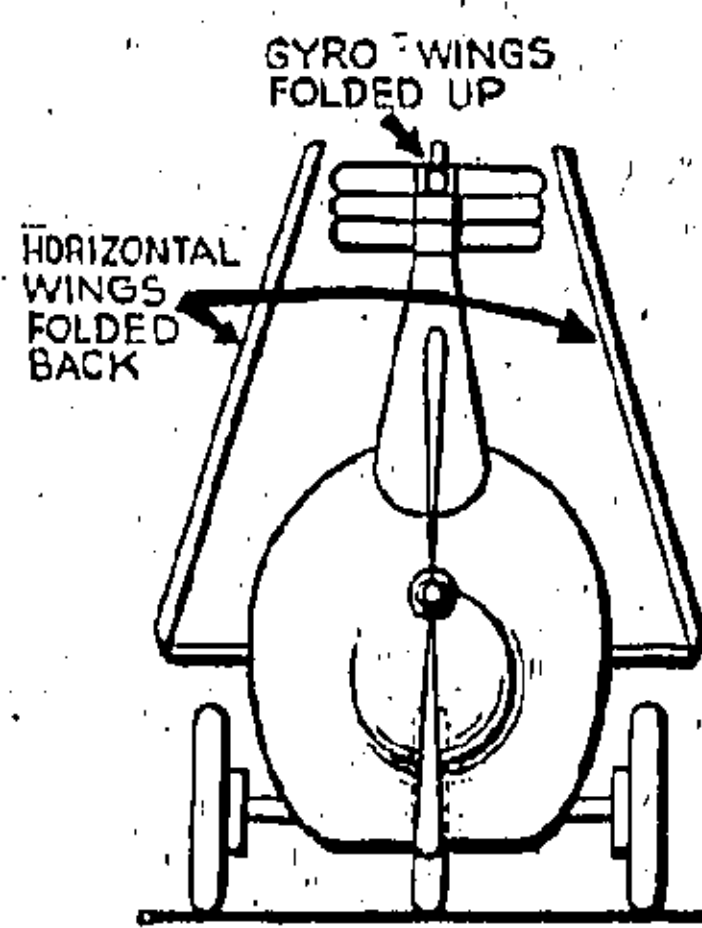
Thus does Louis Breguet vision the future auto. He doesn't want to go to one extreme or the other of the touring airplane or the

small automobile. But he forms a compromise, so that a tourist can soar through the air at high speed when he travels between towns and settle to the ground when he nears his destination.

In this flying auto appears the solution to the many problems attending the traffic difficulty to-day—of parking, congestion, cross traffic and delays. Parking can be effected on rooftops. Motorists intending to go from one end of town to the other would fly and thus avoid the delay and congestion that awaits him now-a-days in the busy centre of town.

There's a possibility, in Breguet's design, of adopting the winged auto for direct upward flight, as are many attempts at helical flying to-day. But this designer doesn't attempt that plan, believing the modern auto could very well attain height by running along the road already made for it, and could settle in the same way. This would, at the same time, avoid installation of a distinct mechanism necessary to lift the machine.

The idea of departing and arriving on rooftops, however, points to the possibility of adding the helical planes to such a machine as Breguet's instead of the "gyroplanes" he has designed.



PARAFFIN FUEL.

NEW METHOD FOR MOTOR CRAFT.

A new method has been evolved by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, makers of the well-known Ailsa Craig overhead valve marine motors, for the more complete vaporisation of paraffin when used as the fuel in small motor craft.

The Ailsa Craig vaporiser embodies the well-known and essential principle of conducting all vaporisation under the full vacuum from the engine. Its construction is, however, at once novel and simple, without any moving parts to get out of order.

It consists of three concentric steel tubes with suitable cast-iron end pieces or caps. The space

between the outer and middle tubes carries the exhaust gases from the engine. These completely surround the inner space between the middle and inner tubes, which is the actual vaporising chamber.

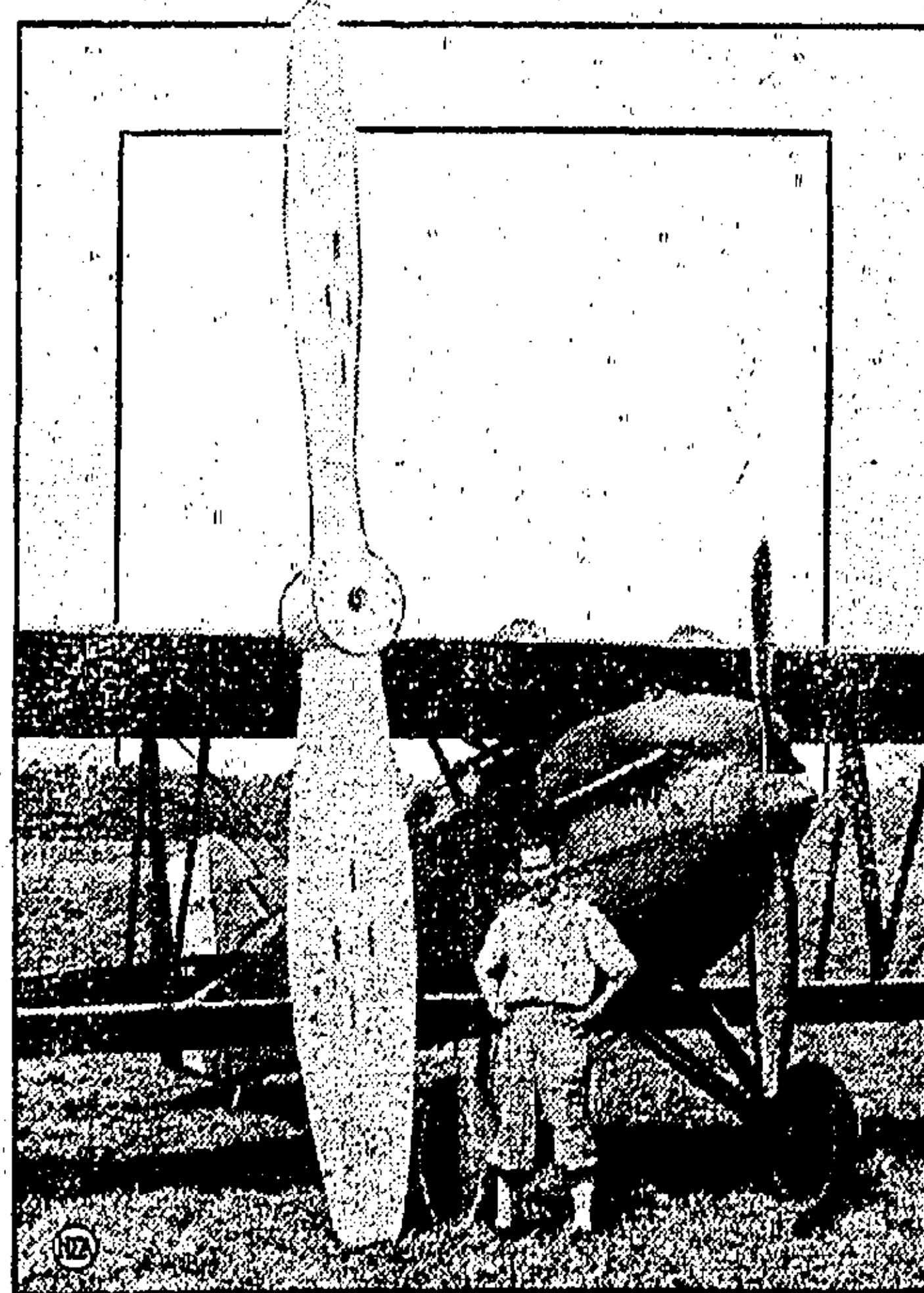
This vaporising chamber is in the form of a thin annulus, which, in practice, has been found the most efficient for the purpose, as it provides for the air and the atomised paraffin to be vaporised in a very thin layer, all of which is bound to come in contact with the heating surfaces.

It is fairly well known that paraffin requires more careful adjustment of the ratio of fuel to air than is the case with petrol. It must also be kept at approximately the correct mixture if the most efficient and economical results are to be obtained. This is done by employing a

special double jet carburettor consisting of outer and inner jets, the latter being called a "compensator jet."

The effect of this arrangement is to deliver an absolutely correct mixture to the cylinders at all speeds and conditions of load. In conjunction with the perfect vaporisation of the fuel, this accounts for a wonderfully easy starting, slow running, and rapid acceleration which are such outstanding features of Ailsa-Craig marine motors.

THIS WILL DRIVE NEW DIRIGIBLE.



This propeller is 17½ feet long and weighs only 140 pounds. It was made by the U.S. air service at McCook Field, Dayton, O., for the new army dirigible RS-1, under construction at Scott Field, Ill., and weighs less than half as much as it would weigh if made of the wood usually used. It is of balsa wood, the lightest and strongest wood known.

PHILIPPINES AND RUBBER.

CAN SUPPLY ALL U.S. NEEDS.

Rubber in sufficient quantity to meet a major share of the needs of the American market can be produced in the Philippine Islands.

This is the conclusion reached by Mr. Nicholas Roosevelt, a member of the editorial staff of the *New York Times* as a result of a recent investigation into the potential capacity of the Philippines for rubber production.

"I was tremendously impressed with the possibilities for agricultural development in the Philippines," Mr. Roosevelt said when interviewed in Shanghai. "According to estimates of the Philippines Department of Agriculture, only 37 per cent. of the arable land in the islands has so far been cultivated. In the southern islands of the group, particularly Mindanao, the percentage of cultivation is far less, and there is an almost incalculable latent wealth here."

"Only a little rubber has as yet been planted in the Philippines. Enough, however, has been planted during the last 20 years to prove that rubber can be successfully produced. Production compares favourably with Malaya and Sumatra. The trees are of large girth and are exceptionally free from disease. The only essential to large scale production of rubber is that the Philippines question be taken out of politics and the future status of the islands be definitely determined. Once this is done, American capital will be invested in the Philippines, and with American capital and American methods, the islands can produce rubber in sufficient quantity to free the United States from the necessity for dependence on foreign sources for the raw materials."

Mr. Roosevelt spoke of a journey which he had made to the Cotabato Valley, potentially the richest agricultural district of Mindanao, where thousands of square miles of virgin country, level and with a soil as rich as that of any in the world, await development. Only four per cent. of the arable land here, he said, is cultivated. The remainder, comprising approximately 1,000,000 acres, is held by experts to be suitable for rubber plantations. Were this territory planted in rubber, it would yield a sufficient amount to break any monopoly of the raw rubber market.

Mr. Roosevelt, whose present journey has already taken him through Europe and the South, has the primary purpose of attempting to familiarize himself with the situation in the Orient and particularly China.

When Other Cars are Breaking-up --Studebakers are Breaking-in

STUDEBAKERS are built to give thousands of miles of excess transportation. Remarkable records for economy and endurance were recently made over a California mountain course by twenty Studebakers with an average mileage of over 90,000 miles each. All finished with high scores. A Studebaker in Kimberley, South Africa, carrying the Crown mail, has been driven more than 400,000 miles and is still going strong.

These cases of Studebaker stamina and long life are typical of hundreds of others.

Savings effected through One-Profits manufacture allow Studebaker to use the finest materials and workmanship without charging prices in proportion to the high quality and value of the product. STUDEBAKER, South Bend, Ind., U. S. A.

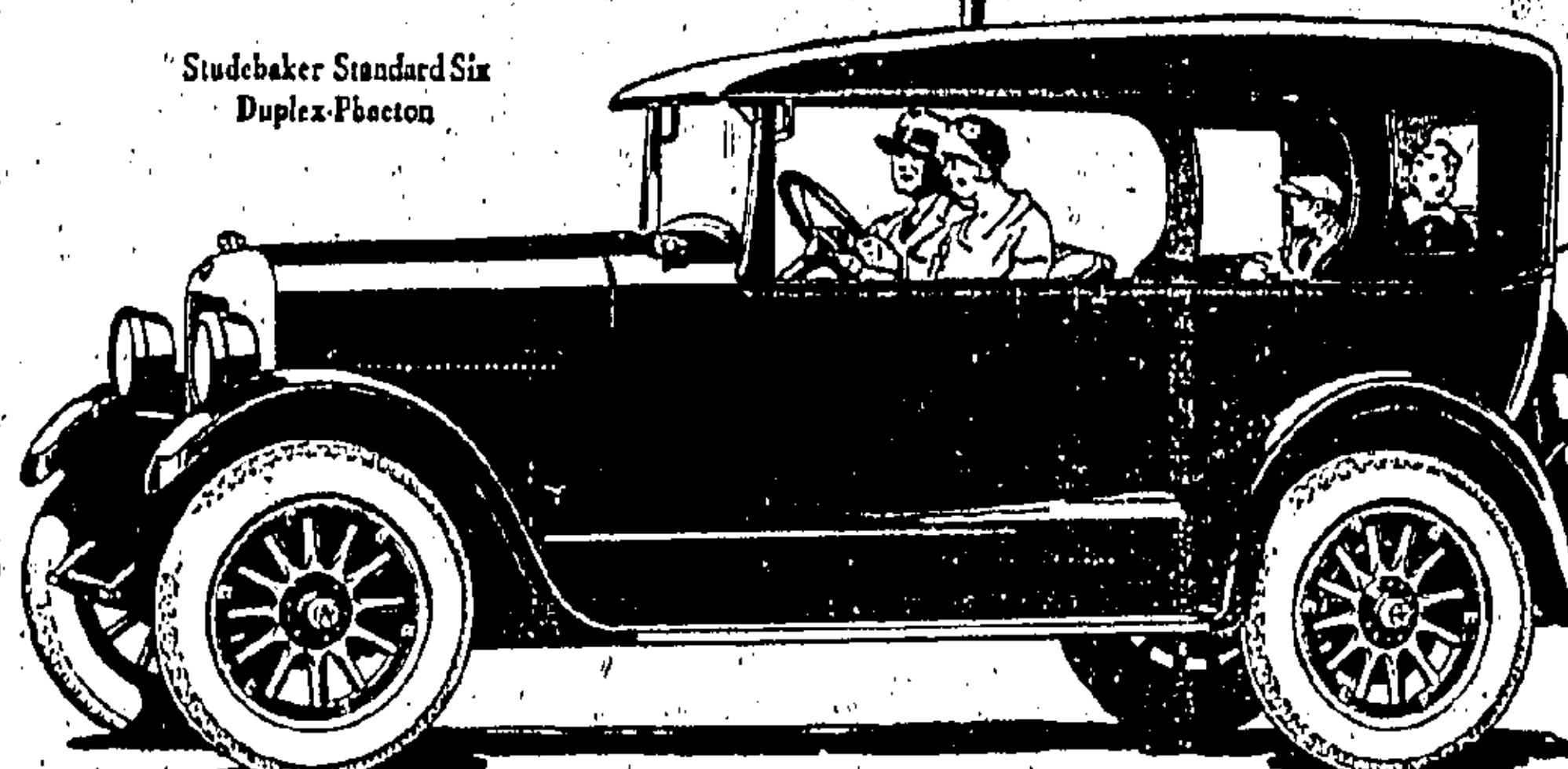
THE HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)

Sales Tel. Central 4759.

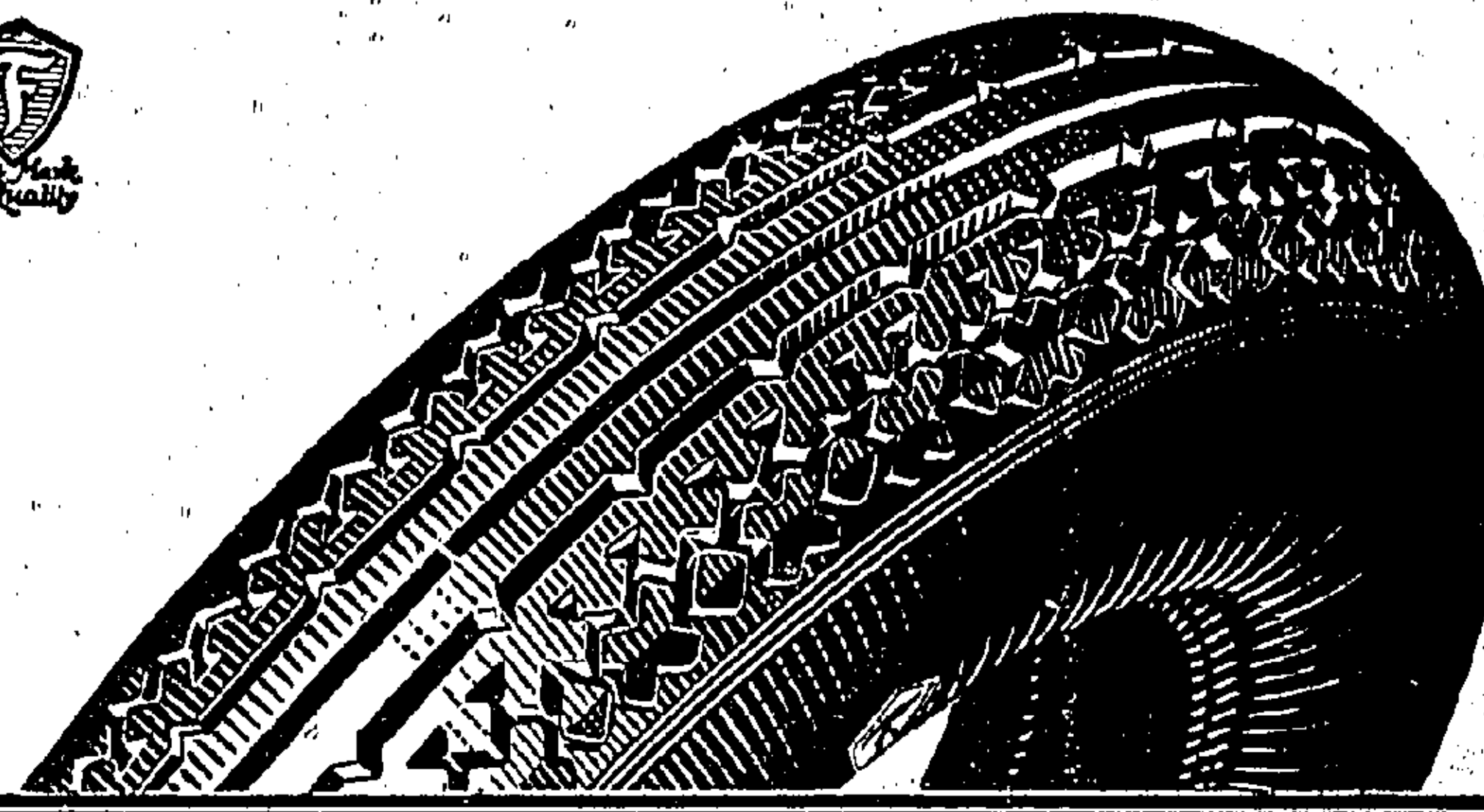
Service Tel. Central 4602.

Studebaker Standard Six Duplex-Flaction



STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS



Built by the Extra Process GUM-DIPPING

Car owners all over the world are equipping with Firestone Balloons—not only for comfort and safety—but also to save money. Firestone Balloons protect the chassis—stop vibration—and reduce repair bills.

Gum-Dipping, the extra Firestone process, insulates every fibre with rubber and adds great strength to each cord. Real balloon tyres must have light, strong flexible walls. Gum-Dipping gives this extra strength and endures this extra flexing strain.

Equip now for safety—comfort—and economy the year around—ride on Firestone Gum-Dipped Balloons.

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD HAPPI VALLEY

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

REPAIR TOP LEAKS.

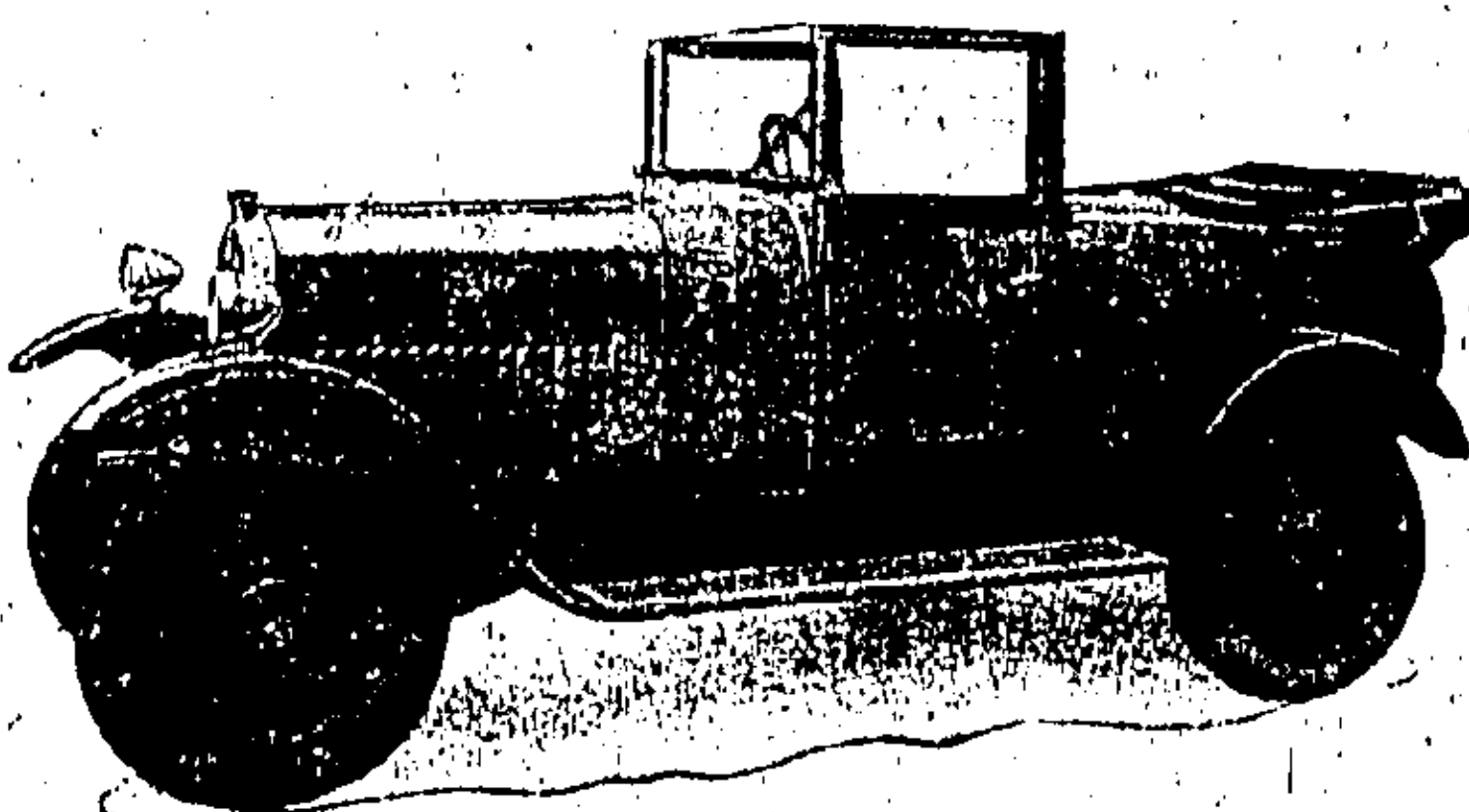
Care should be taken to stop all leaks in the tops of touring model automobiles. The leaks which become enlarged to holes which let the water pour in during a rain. A good way to repair the top is to put a tyre patch over the leak.

An Italian journal claims that a loan of 1,500,000 florins made to Edward III. by Italian bankers 580 years ago would, at a very low rate of interest, cancel Italy's war debt to Great Britain, approximately £533,000,000. This is quite true, of course, for in the 14th century a florin was worth 6s.; 1,500,000 florins would be equivalent to £450,000. That comparatively small amount, accumulating at compound interest of a fraction under 1 per cent., would amount to £533,000,000 in

580 years. But the claim hardly goes far enough. If the interest was 5 per cent., and Italy's 580-year-old claim was admitted, we should not only have canceled the war debt, but hand over to Italy in addition over 870,000 billion pounds, or nearly two billion times the amount lent to Edward III. The only thing for Britain to do, apparently, is to pay up with apologies. Unless the people at Geneva can do something with the Statute of Limitations.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:—

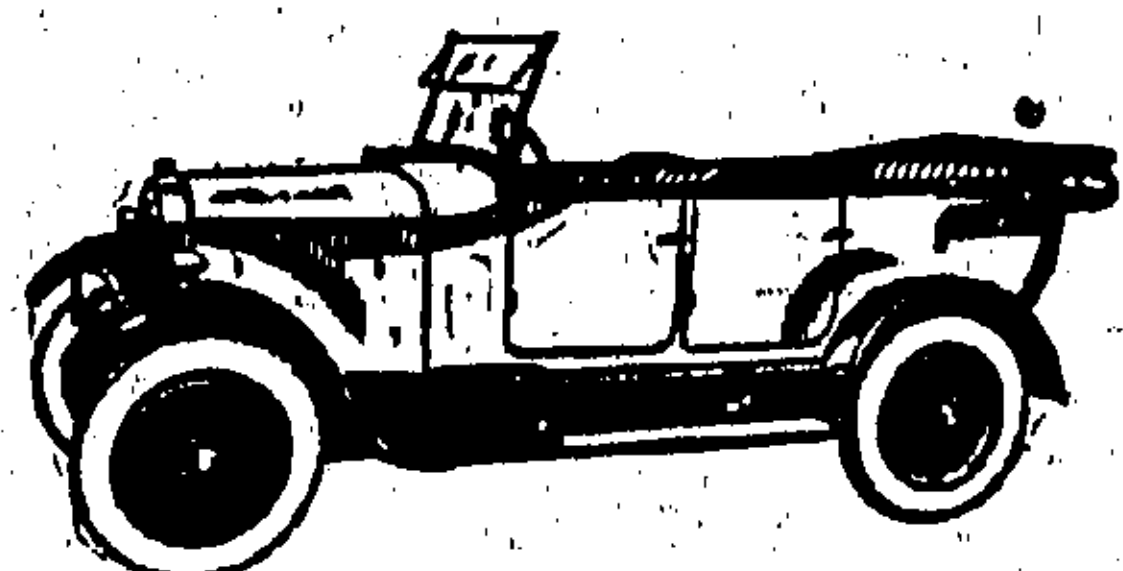
GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

19 SINGER 26

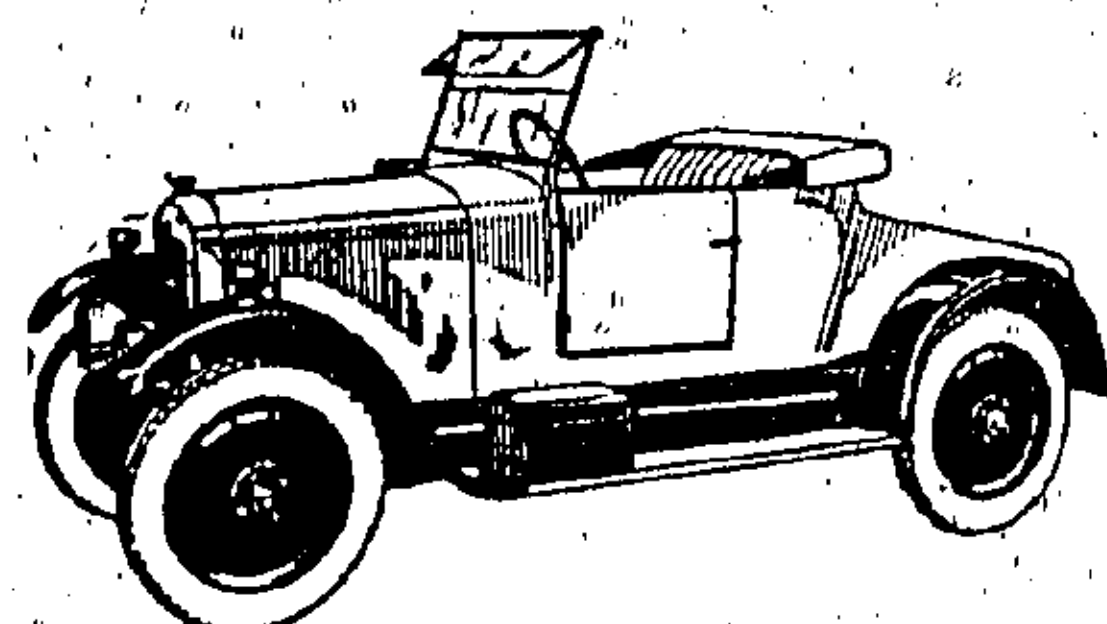
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

TRANSPORT TRIUMPH.

DESERT NOT IMPOSSIBLE.

This is the fourth and last of a series of interesting articles regarding the recently ended third Asiatic Expedition of the American Museum of Natural History, written by Roy Chapman Andrews, leader of the party of explorers and scientists. It will be remembered that the many discoveries made during Dr. Andrews' three exploring trips have contributed valuable additions to the science of Geology and interesting information regarding many monstrous animals which roamed over the earth millions of years ago.

(By Dr. Roy Chapman Andrews.)

This great practically unknown territory half as large as the United States which we refer to as the "Gobi Desert" is not any more all desert than was our West when the old geographers labelled it the "Great American Desert."

Much of it will never be good for anything except grazing, but there are vast regions where water for irrigation can be found at 15 feet.

The motor car will be the means of opening this vast country to the world. As I said in a previous article camels were the only means of transportation known in the interior to be traversed before we made our explorations. Those most familiar with the country assured us that to ford the streams and cross the hilly wastes of unknown land beyond the desert was utterly impossible. Nevertheless I had confidence in Dodge Brothers Motor Cars and determination to carry out our plans.

What these cars did was a revelation. With terribly overloaded cars we crossed rivers, thumped over boulders and dropped into holes until we thought they must be shaken to pieces—but they continued day after day to accomplish the seeming impossible.

Without motor cars the work we were able to do in a few months would have taken many years.

The cars which we used on our first trip were eagerly bought—they had done what no other car had done.

Now a 700-mile trip across the desert requires 48 hours—with camels it took 30 tedious days. Now 60 or 70 Dodge Brothers Cars are making regular trips far

ARMORED FORD CAR.

FIGHTS EASTERN SHEIK.

Sheik, Kurdistan, Persia—During the recent rampage of a sheik in this district—sheiks have a propensity for wholesale robbery and retail murder as well as a taste for gaudy clothes—the Ford car was used to good advantage by a British force sent to quiet him down. An air-craftsman who served with an armored car company, admitted as much in a letter written to friends when the chase was in progress. The letter follows:

"I am serving in an armored car company, a branch of the Royal Air Force. It may seem a joke to some motorists but among our cars we have several Fords fitted up with two guns, a Lewis and a Vickers, and armored windcreens. The body of the car itself is in the form of a 'Vanette' with a detachable half-hood.

"The company is on service here against an unruly sheik, hence the necessity for armored cars. But this service entails long journeys into the hills and mountains, with very stiff gradients to be climbed. Out of the three types of cars we have, the Ford excels the lot, and the others come off second best.

Up And Over.

"There is a gradient here known as Chem-Chemal, and the Ford simply 'walks up it' while the others fail. The climb is made doubly difficult by the fact that melting snow from the mountains has strewn the track with loose hingle and huge boulders.

"If ever a car underwent a severe test the Ford has, here in Kurdistan. Everything can be said in its favour, particularly in springing of chassis and body."

into the interior of this vast waste, bringing out loads of furs, oil and other valuable products.

Transportation is the greatest need of the country and Dodge Brothers Motor Cars are supplying the need just as the "covered waggon" drawn by horses or oxen applied transportation to the hardy pioneers and emigrants who were the early settlers in our own great West.

"Send One Over"

A solid trainload of 104 Graham Brothers Trucks was shipped recently to six Dodge Brothers Dealers in the State of Florida, U.S.A. Ten days after arrival every truck had been sold—and more were on the way.

Similar shipments in varying quantities have recently been forwarded to China, the Philippines, India, Australia, South Africa and South America.

All these constitute an exceptional record—but this record illustrates an important point.

Business men all over the world need no longer feel that they must devote valuable time to investigation of trucks before making their choice.

The remarkable record of Graham Brothers Trucks in practically every country has reduced an important buying problem to the simple expedient of asking the Dodge Brothers Dealer to "send one over."

THE DRAGON MOTOR CAR CO., LTD.

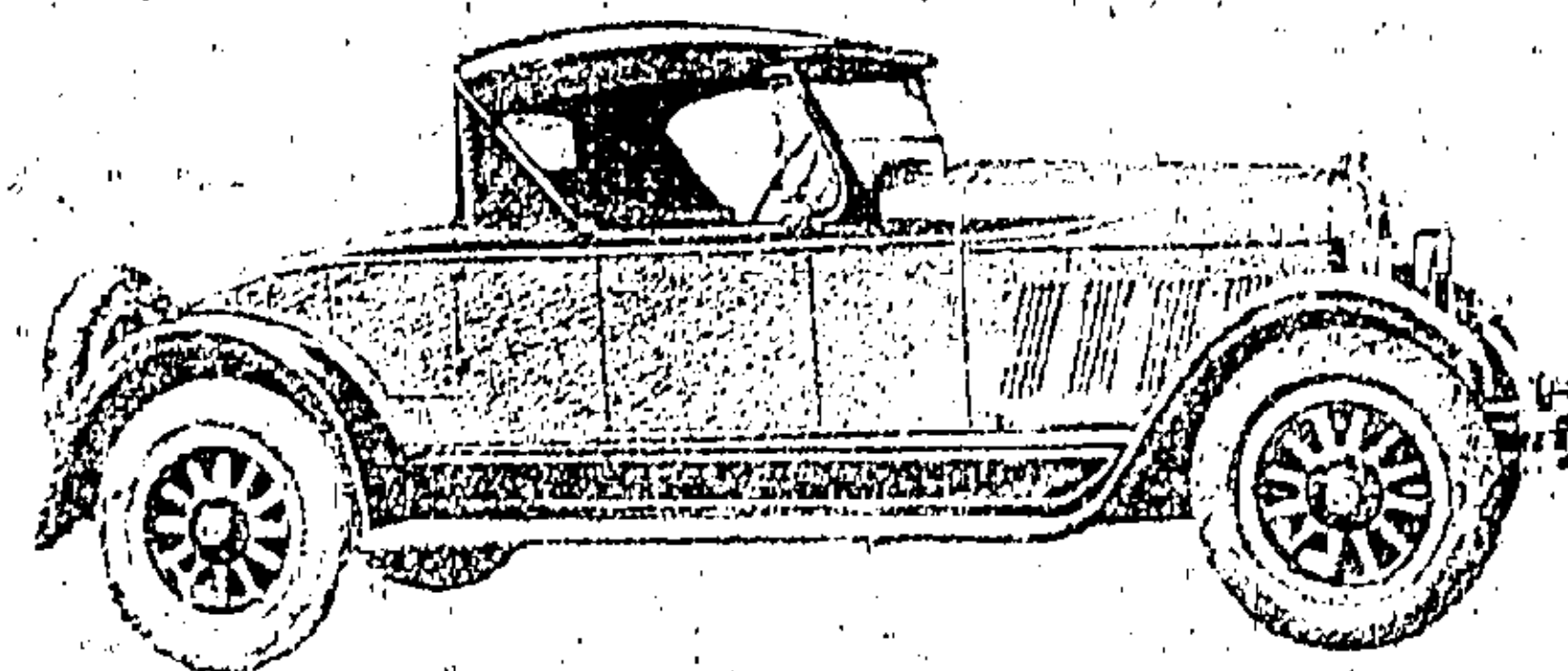
33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C. 1246 or 1247

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

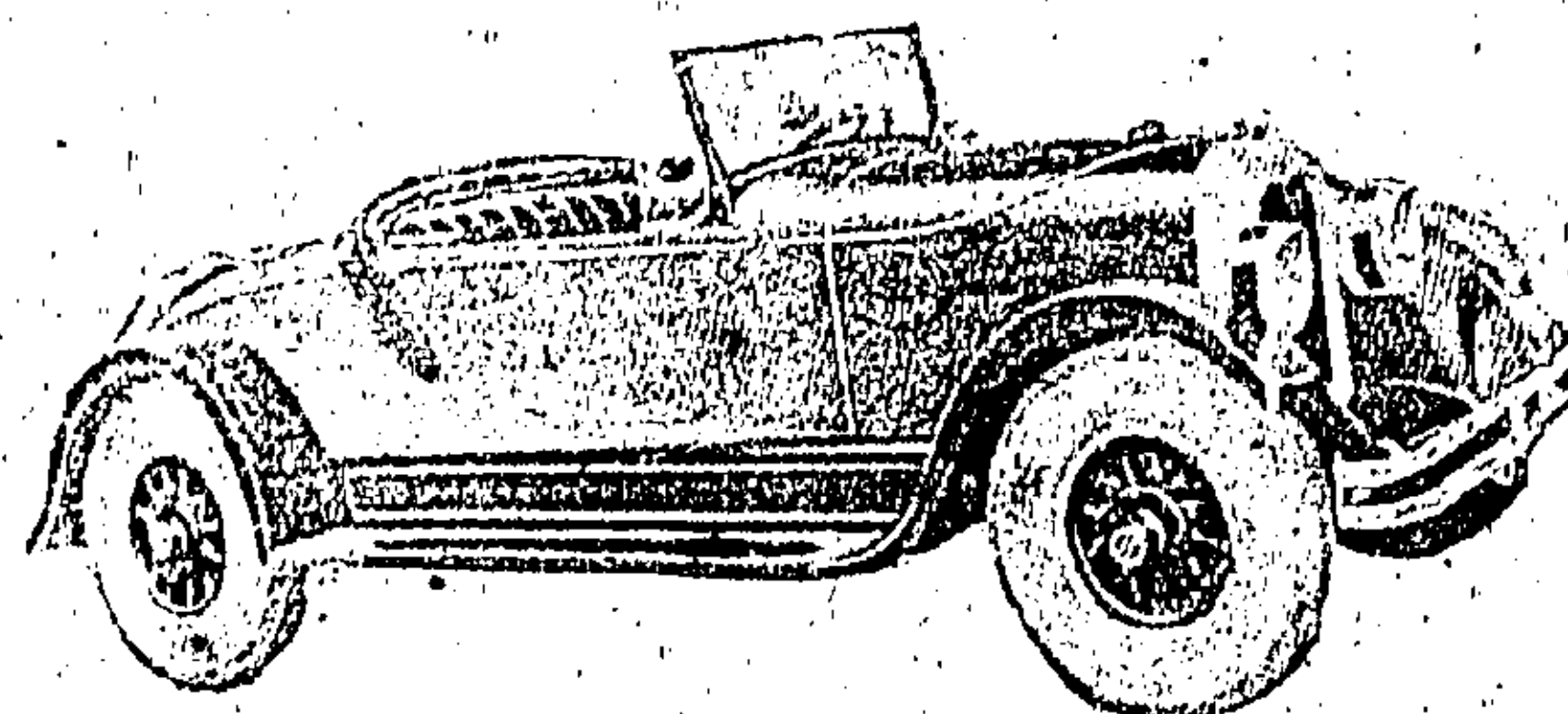
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping—tour—for pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

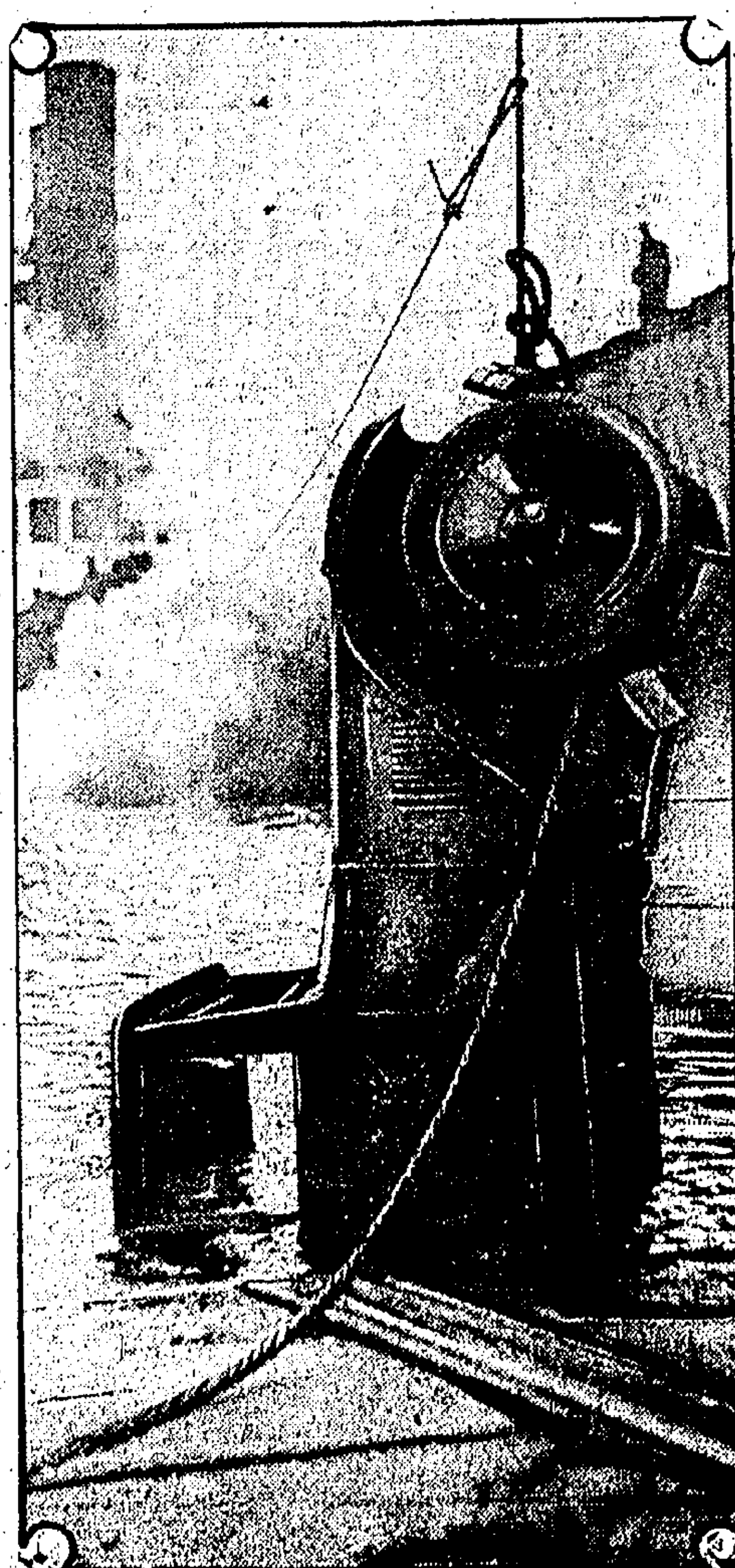
UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4915.

MOTOR CAR DIVES INTO SEA



This Motor Car into San Francisco Bay, costing the life of its driver, Mrs. Hazel Selby.

SOCONY
MOTOR OILS
AND
GASOLINE

SHELL

DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
CORRECT MEASURE

The Asiatic Petroleum Co., (S.S.) Ltd.
(Incorporated in England)

FOUR WHEEL BRAKES.

INTERNAL OR EXTERNAL?

By Israel Klein.

The four-wheel brake question has finally quieted down and relapsed into the same old problem of brake improvement.

Just as, before the introduction of four brakes, engineers worked over the individual brake drums and their component parts, so are they still at work now. The same problems trouble them.

Additional problems harass them, as a result of the four-wheel brake innovation. Now they face the intricacies and theories of equalizers and equalization between front and rear, besides left and right, brakes. They are trying to get rid of the cable control of such brakes. They are experimenting on improvements for the hydraulic system.

All these, however, are secondary to the major problems that existed before the advent of the four-wheel-brake system.

The chief question concerns the differences between internal and external types of brakes. There are advocates for each, now as before.

Those advocating the internal expansion type of brake do so for its cleanliness in addition to its effectiveness. But the advocates of the external contraction type of brake argue simplicity and accessibility for it.

Four-wheel brakes have brought another factor into the maze of problems. The brake action must be made light enough for any woman to control it with ease. This means minimum clearance be-

YOUNG MAN'S FANCY!

MOTOR-CYCLE'S PET NAME ON NUMBER PLATE.

"Some men look upon their motor-cycles in the same way that others look upon their girls and call them fancy names. Nippy is the name I call my machine."

This explanation was made at Hampstead Police Court last month by Frederick C. Cull, of Langthorne Street, Fulham, who appeared charged with a new offence under the Motor Car Acts—that of having an ornamentation on the index plate of his motor-cycle. A constable who stopped the defendant said the word "Nippy" was painted on the index-plate of the machine above the numbers.

On the Chairman (Mr. J. P. R. Lyell) asking the defendant whether Nippy was the name given to the machine by the makers, he replied that it was not.

The defendant was fined five shillings, and the Chairman remarked that the case was the first of its kind, and should serve as a warning to the public, for in future similar offences would not be so lightly dealt with.

Between the brake band and the drum in order to make the slightest tap on the brake pedal effective.

A type of brake is being tested that has a "wrap" of 300 per cent. around the drum. The idea is to afford quicker response to the slightest pressure on the pedal. The minimum "travel" of brake pedal and the ease of depression make stopping of a heavy car, at high speed, a simpler operation.

U. S. CHAMPIONSHIP RACE.

TRIBUTE TO FIRESTONE TYRES.

At Culver City, California, on November 29, 1925, Firestone Gum Dipped Cord tyres again carried to victory the veteran race driver, Frank Elliott, in the 250-mile National Championship Race. All world's records for the 250-mile distance were shattered when it was announced that the race had

been run that distance at the average rate of 127.78 miles per hour. In addition, the following world's records were broken in this race by Earl Cooper—75 miles, average speed 132.29 miles per hour—100 miles, average speed 131.39 miles per hour—150 miles, average speed 130.41 miles per hour. Every car that finished in this event was equipped with Firestone tyres and tubes.

In accomplishing this remarkable feat, Elliott drove his Firestone equipped Miller Special the entire

distance without a stop. It is hard to imagine a more gruelling test of tyres, or a more convincing proof of the superiority of Firestone Gum Dipped Cords and Steam Welded Tubes. To be able to resist the thrust of these pounding speed machines, to negotiate the turns at maximum speed, to withstand the terrific heat generated, to break additional world's speed records—to do all these things unfailingly, are indeed the accomplishments of a master product.

STUDY CONCRETE ROADS.

Investigations have been completed on 375 miles of plain and steel reinforced concrete roads, varying in age from one to ten years. A final report on the investigation will be presented on Dec. 3 and 4.

BUYS PATENT RIGHTS.

The B. F. Goodrich Company has purchased the patents, manufacturing and sales rights of the rubber ace puncture-proof pneumatic inner tube. Rubber ace is a patented sponge-rubber inner tyre made of pure rubber and air.

AUTOS WELL BUILT.

Not more than 2 1-2 to 5 per cent. of motor vehicle accidents are due to mechanical failures in the machines, according to Colonel A. B. Barber, automotive authority.

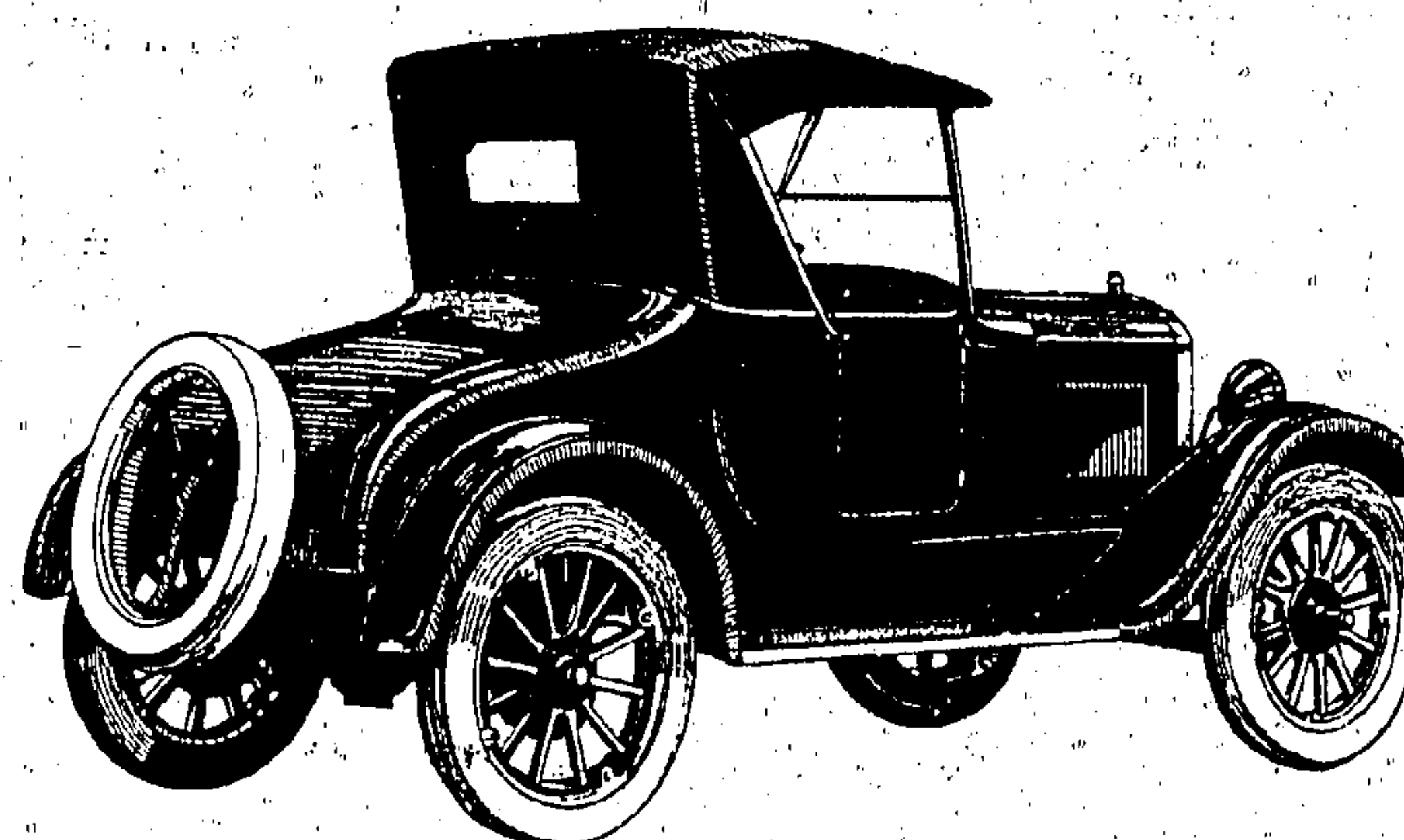
USE STANDARD CHAINS.

Standard non-skid chains can be used on balloon tyres, making chains of special construction unnecessary.

BEAUTY—COMFORT

THE IMPROVED

Ford



THE RUNABOUT

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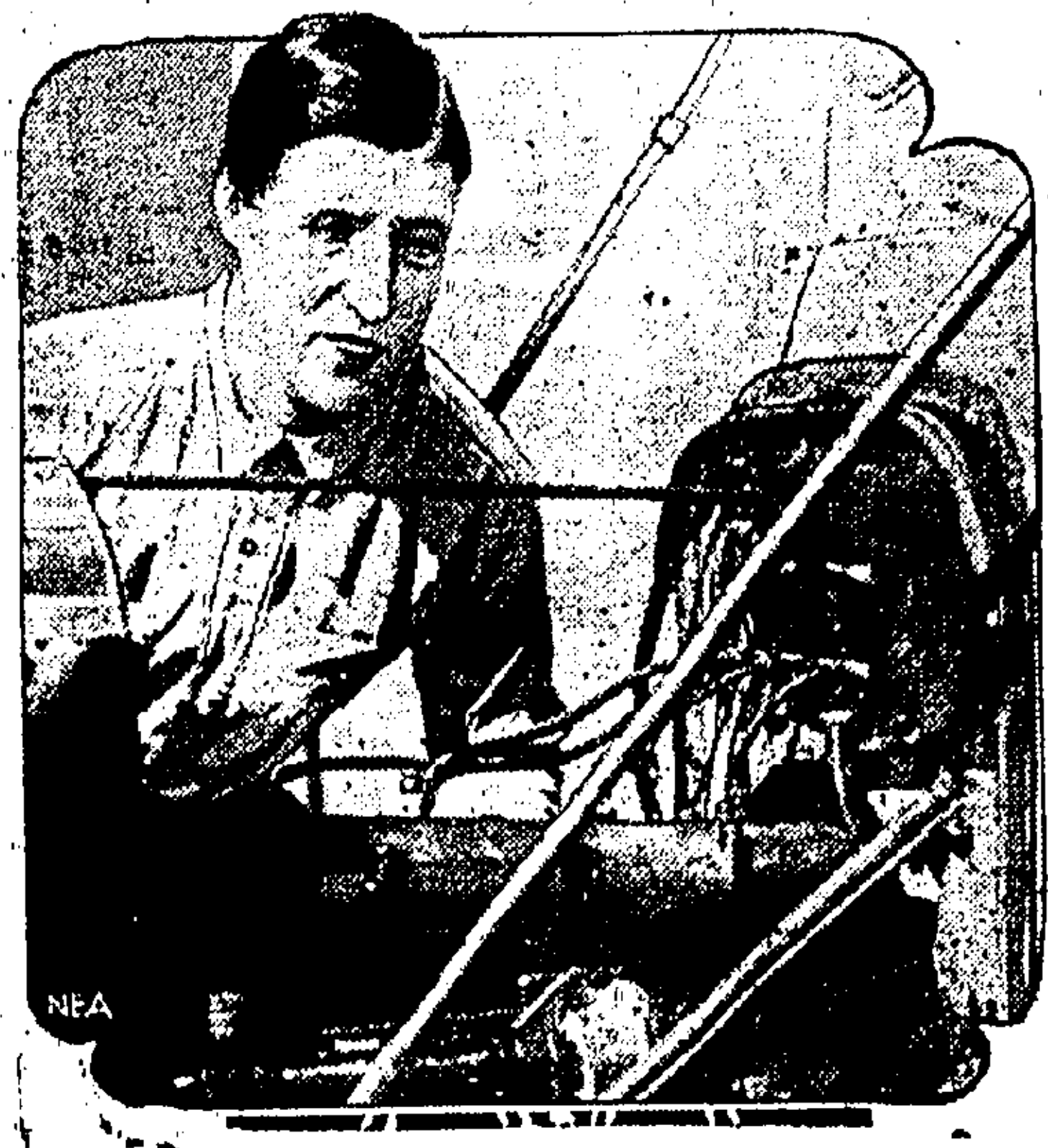
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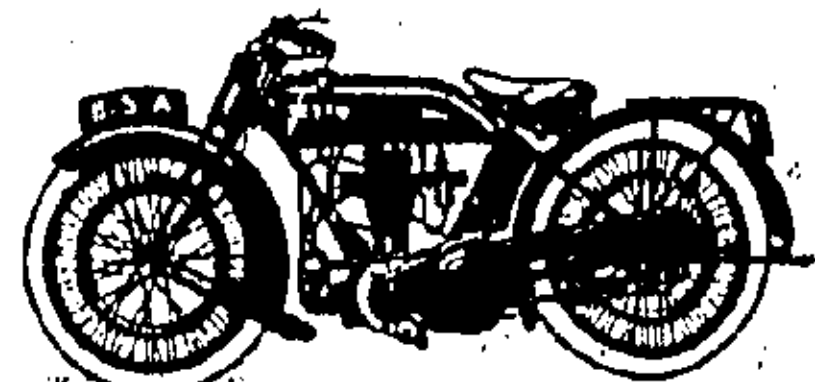
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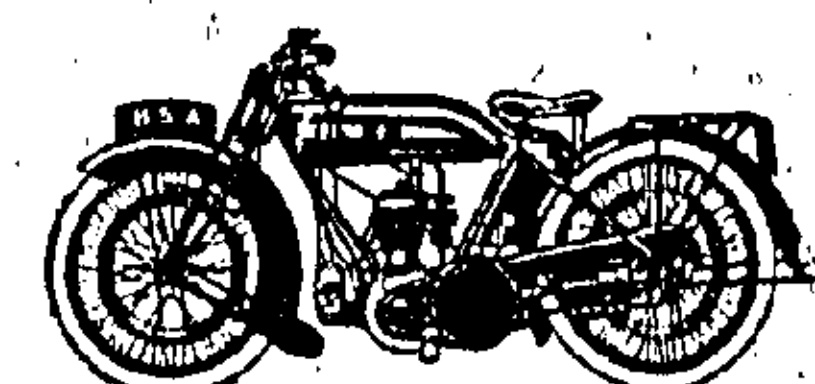


Although he has never seen an automobile, J. F. Cloutman of Albany, Calif., is an expert auto mechanic. He repairs his own automobile and those of his friends by touch. Cloutman, blinded long before automobiles had been invented, learned how to repair them when a car he owned broke down and the driver couldn't fix it.

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OVER THE TOP.



Mr. R. H. Charles is here seen getting "over the top" at the recent Fanning Hunt, steeple-chase meeting. (Photo: Mee Cheung.)

INDIAN COMMERCE.

IMPORTANT RESOLUTIONS PASSED.

Delhi, Feb. 19.

The Indian Commercial Congress Subjects Committee has rejected a proposal by the Bombay Millowners Association that the Government be urged to terminate the Indo-Japanese Convention of March 5, 1905. The proposal has accordingly been abandoned.

The Congress has passed a resolution urging the Government to adopt measures like the British Safeguarding of Industries Act to protect Indian industries against the competition of other countries. It has also passed a resolution in favour of the adoption of a gold standard and gold currency for India.—*Reuter*.

CHEAP STEEL.

A NEWLY-INVENTED PROCESS.

A considerable decrease soon to be realized in the cost of producing steel, refining petroleum and in refrigeration was predicted last month by Dr. W. A. Patrick, professor of chemistry at Johns Hopkins University, Baltimore. Dr. Patrick based his prediction upon the practical application now being made of a substance he invented during the war known as silica gel, a colloidal silica, which possesses great absorbent qualities.

Dr. Patrick said that a steel mill in England was using the process successfully and that the United States Steel Corporation had plans under way to install the new system in one of its plants, that a New England company was manufacturing refrigerator cars based upon the use of silica gel and that the Paulsboro, N. J., plant of the Standard Oil company was using the new material in the refinement of petroleum.

Coarse Sand Resembled. Silica gel is made with water glass and acids. It forms a substance which resembles coarse sand, but contains innumerable pores so fine that they cannot be seen even under the best microscope. From the absorbent qualities of the substances of these pores in one gram of silica gel would cover half an acre.

Dr. Patrick said the new product also would make it possible to obtain gasoline from natural gas at slight expense and benzene from coke oven gas. These uses by no means exhaust its possibilities, he said.

In the manufacture of steel, he said, silica gel had increased output 10 per cent. and decreased the cost of coke 15 per cent. By far the greatest volume of substance passing through a blast furnace, he explained, is air, about 50,000 cubic feet of which passes through a goodsized furnace every minute of operation. Water vapour in this hitherto has caused considerable difficulty in operation, particularly as it varies with weather condition. By putting the air through silica gel it is dehydrated, practically all of the moisture being removed.

MORAL COURAGE.

By the Revd. G. E. Arrowsmith, M.A.

"Courage without moral aim," says Dawson, "is merely animal recklessness, with moral aim it is a Christian virtue." And this is a virtue that weak and strong alike may have.

The smallest child, who has the power of Christ in his heart, may be a giant in spirit and do prodigies of valour. We think of the youthful martyrs in the days of religious persecution—of the lad Ponticus, only sixteen years of age, who, rather than renounce his faith, suffered torture of the most fiendish description, and died still true to his God; or of Pancratius, a mere child of fourteen, who, when brought before the Emperor Diocletian and commanded to recant, cried boldly, "that he was ready to die," "For," said he, "Christ, our Master, inspires the souls of His servants, even young as I am, with courage to suffer for His sake." He promptly sealed his testimony with his life's blood, for the imperial monster had him executed on the spot.

It is a courage of this sort that the Church looks for from her disciples to-day. The dauntless Spirit of Jesus should be shining through the lives of all His followers. He told us to be meek, gentle, forgiving, merciful, but was that all? No, His whole teaching, His whole life urges us to be "very courageous," to be unswerving in principle, to do the right in the face of every opposition, to "endure hardness as good soldiers of Jesus Christ." The world has mischievously represented the Christian life as a weak, effeminate existence, suitable for women and children and parsons, but not at all fitted for vigorous, manly men. "Inoffensive suavity," that sums up the popular conception of Christ's ideal follower. But the Bible gives "no warrant for this idea, the Christian is usually referred to there under the figure of a soldier, and the stern virtues inculcated by military training are those it advocates.

Our Saviour, Who is our pattern, was a man of extraordinary moral force, the most terrifying opposition failed to daunt Him,

the fiercest temptations could not deter Him from obeying God's will, and the apostles and early disciples showed the same spirit of unflinching heroism. Why, then, should Christianity be dubbed unmanly, effeminate? I think the reason is this; in these days of religious freedom, when every man's conscience is a law unto himself, there is no longer the call for such excessive bravery as was demanded in the early days of the Church. As a consequence many undesirables have slipped in. When religion meant persecution, only those who were sincere, and who were determined to fight to the bitter end, entered the ranks of God; but now that there is no fear of torture and death, the half-hearted, the lukewarm, and the insincere come flocking in. It is these time-serving, ease-loving, hypocritical disciples who have discredited the Church in the eyes of the world.

It is the duty of all who are whole-hearted in the service of Christ to combat this wrong impression, formed by popular opinion. Let us show in our lives some of the courage of Christ. Are we daring in our faith, do we show any real boldness in our religion, are we willing to suffer isolation, to be regarded as "old-fashioned," to endure laughter and scorn for conscience' sake? If not, let us pray the "God of all power and might" to harden the moral fibre of our being—He can enable us to say "no" to temptation, not a feeble quavering "no" breathed by a tremulous soul within, but bold, incisive, clear as the clarion's call—a "no" to which we will stick though our life's blood be drained drop by drop.

Thus is the highest form of bravery—worthy of our manhood, worthy of the Christ; a courage which puts to shame the mere physical intrepidity of the bloodstained battle-field, and which Christ Himself will acknowledge at the last, and honour with a heavenly crown.

"Be Thou strong and courageous." "Strong in the Lord and in the power of His might."

MIXED COURT.

SPECIAL BENCH AS SUBSTITUTE.

Peking, Feb. 10.

As previously reported, while there still exists a wide gap in the views entertained by the Diplomatic Body and the Chinese authorities regarding the rendition of the Mixed Court and the reconstruction of the Municipal Council of Shanghai, the Chinese authorities, who

consider that the rendition of the Shanghai Mixed Court is a matter of course, have now under consideration a plan to establish a new court after the rendition of the Mixed Court in order to deal with cases that may arise between Chinese and foreigners.

With this end in view, the Ministry of Justice, acting in co-operation with the foreign office is now drawing up regulations for the establishment of a required new court.

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CENTRAL AFRICAN TRAVEL TALES.

A remarkable record of exploration came to light with the arrival in London on a furlough of W. J. W. Roome, for some years Secretary of a Bible society in East Central Africa, who crossed Africa five times from East to West and five times from North to South, armed only with a camera. His total travel of 75,000 miles is unequalled in records of African exploration. Among his adventures was a visit to King Muzinga of Ruanda, a seven-foot giant who rules a nation whose upper caste is composed exclusively of men from six to well over seven feet tall.

The young men of this nation are great athletes and Mr. Roome has photos of a tribesman clearing by over a foot a bar set at six inches.

Mr. Roome gave a vivid picture of finding a shy, frightened tribe of pigmies, whose men are mostly less than four feet tall, while little mothers of three feet nine inches were nursing babies. He encountered them in a great thousand-mile belt of forest.

Describing the pigmies, Mr. Roome said: "They live right in the heart of a forest and are the wildest specimens of humanity existing to-day. On approach they run like rabbits and hide behind trees. I have pulled foliage aside and seen the little eyes peeping at me.

"With the help of a pimpy guide I managed to reach an encampment of sixty-three persons. They carry little spears and bows and arrows and conduct a silent trade with other forest tribes. The pigmies are desperately dangerous.

"Many a man has died from one of their poisoned arrows. They are neither nude nor cannibalistic and wear bark cloth or leaves. But as they stay in a dark forest they have sallow skins of ochre hue."

Mr. Roome has met leopards and buffalo within forty yards, but his recipe for peaceful travel in Africa is: "Never, bully wild animals. Just say good morning and pass on."

By his study of native dialects the Bible will now be brought to fifteen million African natives.

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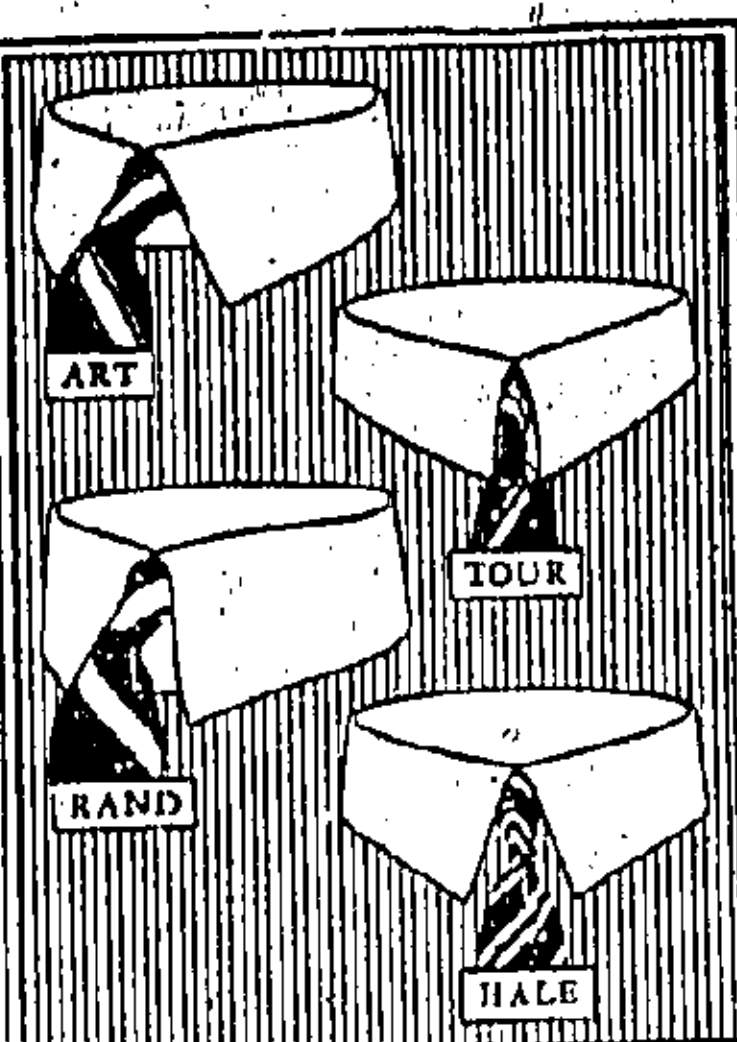
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ALL-AIR ROUTS TO
AUSTRALIA.FORGING NEW LINKS OF
EMPIRE.

Experts from the Air Ministry
and Imperial Airways are about to
set out on a new expedition along
the 2,800 miles airway of Empire
between Cairo and Karachi.

They will take with them maps
and charts brought back by the
first pioneers, who recently flew
over the proposed air-mail route.
On these maps are marked the
spots where it seemed, from a
bird's-eye view-point, that it
would be possible to establish
landing-grounds and re-fuelling
stations.

The new expedition, working on
the ground rather than in the air,
will visit each of these sites, and
examine their suitability.

Routes to Egypt.

Imperial Airways is also to in-
vestigate two methods of connect-
ing London and Cairo by air.

One is to fly giant passenger
planes along the already operated
route from London to Zurich. At
this air station the passengers
would be transferred from plane
to train, and—avoiding a flight
high above the mountains—would
journey through the Alps to an
Italian aerodrome. There they
would re-embark in a big air ex-
press and fly on in stages to Cairo.

Another route, which is more
favoured by experts, is from Lon-
don to Marseilles, where passen-
gers and mails would be trans-
ferred to a giant type of air boat,
and fly over sea to Cairo.

10,000 Miles in 100 Hours.

Whichever scheme is adopted,
the great Imperial project is to
fly right through at 100 miles an
hour from London via Cairo to
Karachi.

There rapid aeroplanes would
continue the service across India,
and another series of mighty air
leaps would take travellers
through to Port Darwin, in Aus-
tralia, connecting with the al-
ready established Australian air-
ways.

"Ten thousand miles in 100
hours!" That is the airwayman's
slogan. And link by link this big
scheme, by which passengers and
mails will be air-borne from Eng-
land to Australia, draws nearer.

RITUAL OF THE FIRE.

MR. CHESTERTON ON
CENTRAL HEATING.

Mr. G. K. Chesterton has taken
up the cudgels on behalf of the
fireplace in the *Illustrated London
News*. His article is a criticism
of the central-heating system.

"What," he says, "is the matter
with central heating is that it is
not central. That is, it has not
anywhere in the literal and Latin
sense a focus: for a focus means
a fireplace. In the very phrase 'a
fireplace' there is the normal and
noble idea that everything is good
in its place. There is a place for
fire as for many other dangerous
and destructive things; fire is a
dragon, but it is a domestic
dragon. It is just as well, on the
whole, not to let that wild dog out
of its dog-kennel."

"But round the place where this
terror and mystery was at once to-
lerated and guarded, revered and
restrained, there has from the
beginning sprung up a whole
mythology of ritual and romance
and figurative expression; as is
natural in a home where so
strange a goblin is at once revered
as a god and used as a servant.
The god is in his holy place, but
he is a servant who must be taught
to know his place. There is the
whole of the healthy human rela-
tion to Nature in that snared and
yet sacred splendour."

"For this, the localised and con-
centrated shrine where the god
shows his golden face to his peo-
ple, or (if you will) where the
captive golden dragon in his cage
is gloriously and almost trium-
phantly 'on view,' the other and
more modern 'system' substitutes
a mere pervading atmosphere
which, if it has a centre, has no
visible focus or hearth. The
centre of central heating hides it-
self somewhere behind of the
warmth it has caused; as well it
may be. That warmth itself is
not a glow; that is, it is not a
coloured and flaming thing; we
might almost say it is not a thing
at all; it is not so much a thing
as a state of things. It is simply
a change in the weather—for the
worse."

GOLF.

A SIMPLE STROKE.

The Times Golf Correspondent
writes:—

A kindly correspondent has sent
me a calendar as a New Year's
offering. It has some words of
golfing wisdom from an eminent
person for each one of the 365
days of the year, and I at once fell
gratefully upon it. I had not
sufficient self-control to be con-
tent with one grain of wisdom a
day to be absorbed whilst shav-
ing. It seemed too tantalizing,
for example, to read one morning
"There are three causes of bad
niblick play. The first is a fault-
y stance," and then to have to
wait a whole 24 hours to dis-
cover the next. So I ripped away
certain ligatures of brown paper
and made one gigantic meal of
wisdom. It may be that I, meta-
phorically, overrate myself; at
least I was at first somewhat dis-
appointed. It appeared to me that
some of the things the wise men
said were put a little mild, and
that they had been said before,
and even that I had said them my-
self. Presently, however, I came
to something that really pleased
me, and, though this is some
months ahead of its proper day,
I must set it down.

The particular wise man for
this particular day gave advice on
the stymie, and this is what he
said: "In playing over a stymie
simply play a very short-stiff,
wrist-arm-action-swing-pitching-
chip-shot with no follow through."

When I saw that I remembered
Jim Pinkerton in "The Wrecker,"
when the word "hebdomary"
first came to his notice. "You're
a boss word," I said, and I think
that any fair-minded person must
admit that a word with eight
hyphens in it is a boss word. It
beats by two whole hyphens the
famous German word for tea, which, being trans-
lated, is "the-sand-heigh-tening-
for-the-far-drive." What I like
is the modesty of the wise man;
he himself does not think it much
of a word; it might have had at
least four more hyphens; he
could do much better if he wanted
to show off, for pray observe
that he says we are "simply" at-
tending-down-again shot. No doubt
it really is quite simple, if you take
it to pieces, but to one who is
naturally rather muddle-headed
and been brought up on that old
worn-out tip for a stymie, "Putt
with your mashie," it did seem at
first just-a-little-what-shall-I-say.

Its creator will pardon the free-
dom of my expressions if I say
that he must be the devil of a
fellow when he means to be com-
plicated.

At any rate, this nice, new little
name for a shot is exceedingly wel-
come because the nomenclature of
shots seems to me poorer than it
used to be. There is a great
friend of mine whom I recollect in
past times talking with an almost
priggish air of a half-spoon shot
off the wrists. He would not say
that now, because in his old age he
has become a straightforward
Philistine. To-day he would just
say, "Take your No. 2 iron and give
it a bang," or, if it were not "bang,"
then it might be "knock" or
"thump" or some other such vulgar
and ungolfing term. This modern
business of Nos. 1, 2, and 3 irons
has taken much of the romance out
of golf. Of course, we used often
to give the ball a good whole-heart-
ed wallop with an iron club, but
we did not admit it; we called it
by some subtle and mysterious
name. To-day when the differ-
ence is not even supposed to be in
the shot but only in the number on
the back of the club, all those
imaginary fine shades have depart-
ed and we cannot keep up the pro-
fession any longer, even to ourselves.

I say "we" and I do not profess
to have any shots, but as far as the
numbering of irons is concerned I
can at least say that I have not
bowed the knee to Baal. I do not
understand this lingo, and what is
more I do not want to. I know
that a "No. 1 iron" is a creak in
disguise which my enemy prefers to
call an iron in order to make me
marvel at his strength and length.
I can guess what a "No. 2" is, but
what is a "No. 3," and what in
Heaven's name does the fellow
want with it as, well as with a
mashie? Out upon such new-
fangled trumpery!

If we are to have new names for
shots, let us at least have names
with a little of the old subtlety
about them. That is why I am so
pleased with the hyphenated shot
from my calendar. Everybody else
in the house being safely in bed,
I have gone so far as to, get a

SECRET GERMAN
PAPERS.

A 1909 WAR THREAT.

Among the important docu-
ments included in the new six
volumes of "Die Grosse Politik,"
just published in Berlin (giving
the secret papers of the German
Foreign Office), are reports as to
Russia's unreadiness for war in
1909-10. In a report of January
1909, the German Ambassador at
St. Petersburg says:

"Sir A. Nicholson (British Am-
bassador at St. Petersburg) is
convinced that the supply of mun-
itions available in Russia is not
enough to enable great battles to
be fought at the opening of a
war."

The German military represen-
tative at the Court of the Czar,
who was, oddly enough, an ad-
miral—Hintze—reported:

"Russia has abandoned her
policy of bluff with the possibility
of a war for the present, and
places all her hopes in the future.
I am not afraid of any return of
the threat of war; her renuncia-
tion is definite. As for the future,
the Russia War Minister in 1908
stated that 15 years would be re-
quired to render the army effec-
tive. At the present moment
three years after the (Japanese)
war neither army nor navy is fit
for war. That no material has
been provided is due to the short-
age of money; the personnel has
not improved owing to despon-
dency and the revolution."

This state of affairs was known
to Austria, and it led the Austrian
military party, at whose head was
Conrad von Hotzendorff, the Aus-
trian Chief of Staff, to contem-
plate making an end of Serbia.
The Austrian Archduke Francis
Ferdinand, who was afterwards
assassinated at Sarajevo, told the
German representative in Vienna:

"It will not be easy for us to
avoid war. The Serbians are too
shameless. We cannot indefinitely
tolerate such provocation from
them. . . . The international situa-
tion is favourable for us. We
are better armed than we were,
and if a conflict is inevitable we
cannot allow a decision to be
evaded by half-measures and un-
trustworthy assurances of consent
to our demands. A conflict must
come, and in a few years the situa-
tion may easily be altered to our
disadvantage."

In this earlier crisis of 1909
many of the proceedings which
marked the actual attack on Ser-
bia in 1914 were to have been an-
ticipated. As the Austrian Dr.
Kanner has pointed out, there was
to have been an order to Serbia to
demobilise and a demand for a
declaration from her that she
would repress all Greater Serbia
movements.

The declaration was to be sent
to her in "a Note with a time-
limit," and war was to follow im-
mediately if she did not accept the
terms dictated. The time-limit
was to have expired on March 24,
1909; but, warned by Russia, who
learnt of these manoeuvres and
was threatened with war by Ger-
many, Serbia humbly submitted.

The main points brought out
are that Germany and Austria re-
garded Russia as too weak to
fight for several years from 1909
and that they were both agreed
Serbia must be crushed sooner
or later.

hyphenated club, the mashie niblick,
and try to learn it by instalments.

It feels extraordinarily like that
old-fashioned putting stroke with
the same club which used to produce
the same result; but of course I
know that it cannot really be so.
That would be altogether too flat.
It is just that I have not quite
mastered the language yet, and I
am not a bit discouraged. By the
time I play next, I shall have got
the knack of it, and then I shall go
on to the first tee saying to my-
self: "Now simply play a knees-
not-too-much-bent-left-arm-
straight-turn-from-the-hips-
and-don't-forget-to-follow-
through sort of drive." On second
thoughts, as that next round will
be at Rye, I must just add on "and-
don't-think-too-much-about-
the-ditch," or else I might hook into it.

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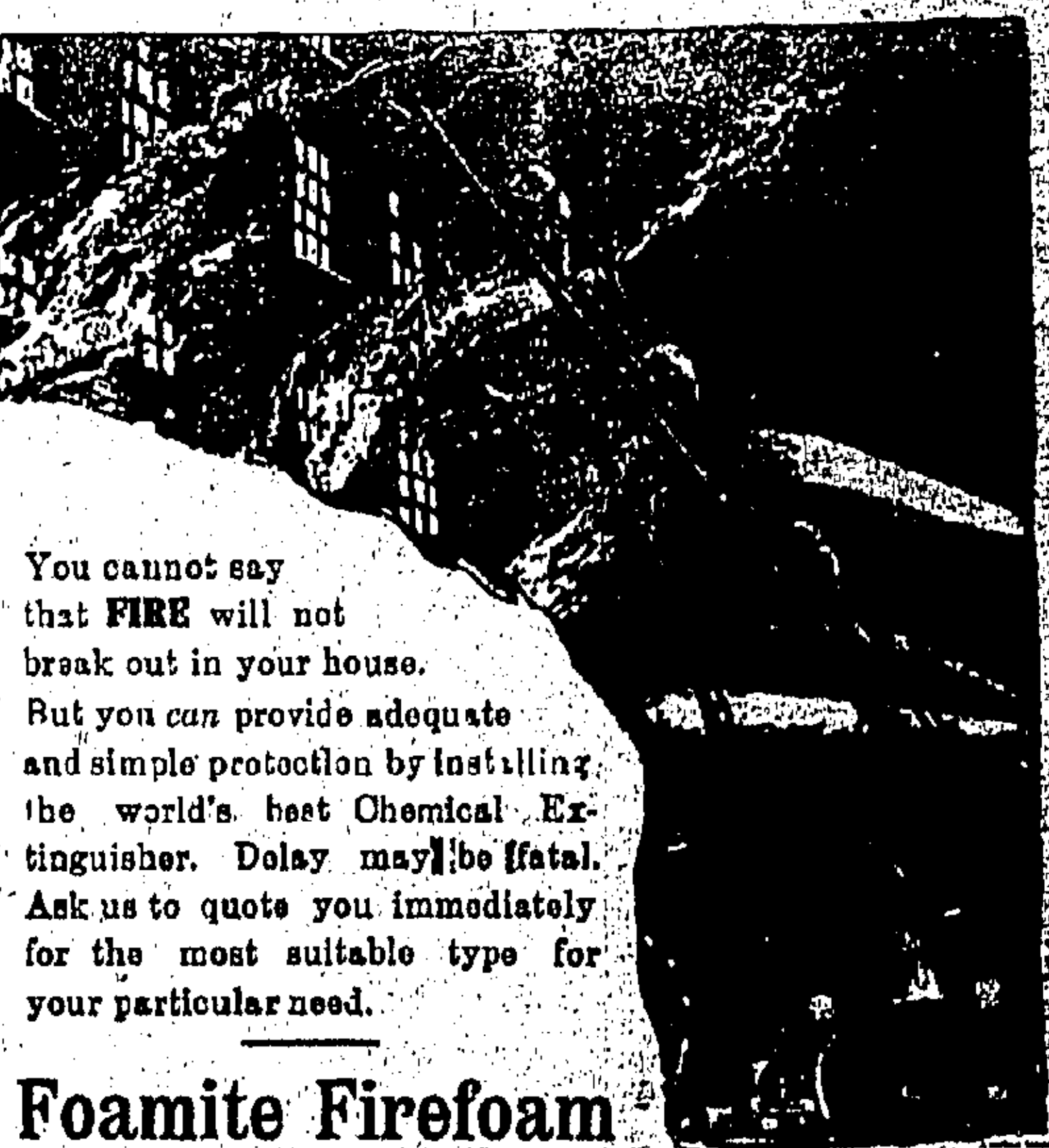
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WOMEN'S INTERESTS

TRY IT TO-DAY

NESTLES
THICK RICH
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WITH FRUIT



All the gowns are short and full, and they are much more becoming to the heavier woman than the scanty models. What you need most for them is slim ankles. If you lack these, you are certainly out of luck; the dress for the full skirt must be short.

The three photographs shown to-day are all Paris models—all fresh from the work-rooms of Paris.

HINTS ON FACIAL MASSAGE.

Facial massage by smoothing and stroking the skin is no longer given in the most famous beauty parlours. Instead of this gentle treatment the face is pinched and slapped and the creams used for "feeding" the skin are lightly patted into it. One method which a world-famous specialist uses is to saturate a piece of cotton wool in an astringent lotion, then dip it in cream, and going over the whole face pat the cream into the skin with brisk little taps. This treatment is considered more bracing to the muscles than stroking and has the great advantage that it cannot stretch the skin in any way. This method is particularly effective when there is a tendency towards a drooping of the muscles around the mouth and chin, for it stimulates them into renewed elasticity.

Wrinkles around the eyes are also massaged by the new tapping process. The tip of the middle finger is dipped into a good feeding cream, after being smeared with the astringent lotion. The tapping must be given with the lightest touch, and for this reason it is best to use the tip of the third finger as this gives a lighter touch than any of the others. The eyes should be raised, looking upwards towards the ceiling, while the tapping movements are given.

After the cream has been allowed to soak into the skin for a few minutes any superfluous grease should be wiped off and the eyes bathed with very cold water.

For the throat.—Massage of the throat is given in a similar way, the hollows beneath the ears, which sometimes run to the base of the neck, being kneaded and pinched till the skin glows.

BLACK FOR FURNISHING.

With the modern love of bright pure colours in furnishing, it is a logical outcome that black should also be much used, seeing that it is the natural foil. Yet it needs to be used carefully. We read of, and sometimes see, black walls and ceilings, but they are outside our consideration, as, generally speaking, they are quite unsuited to the average room.

But black used as an accent, rather than as a basis, is another matter. As a background for bright chintzes there is no doubt about the charm of a black carpet, even though it has the disadvantage of showing every speck of dust. It should never be a fitted carpet, however, for that is inexpressibly dull, and for the same reason the surround should always be well polished, in order to get the brightness of high lights. A more daring, but very successful, plan is to paint the surround of a black carpet with one of the bright modern floor paints, and then introduce the black note again in the decoration of the wainscoting, and repeat it yet again in the picture rail.

THE CAMOUFLAGED FIREPLACE.

A black fireplace is usually a matter of compromise in an old-fashioned house where an ugly marble fitting has had to be camouflaged. But it is an excellent compromise, and in conjunction with old brass or pewter may be truly charming. Any good black lacquer will work the transformation, though be sure to choose a bright surface lacquer, for the matt finish is apt to look funereal.

Black upholstery is charming, but only in contrast to bright painted furniture. In fact, it is not too sweeping an assertion to say that black must never be used with antiques or any furniture, modern or otherwise, or mahogany, dark oak, satinwood or walnut.

Black cretonnes with bright hues patterns are another consideration entirely, but even they need a large room to carry them off, or they are apt to be dwarfing in effect.

HOUSEHOLD BREVITIES.

To clean basket chairs scrub them thoroughly with hot soapy water, then rinse in clear water to which a little salt has been added. This tends to stiffen them.

If you use straw matting, apply a coat of clear varnish to matting before it is used. This makes it last much longer than it otherwise would do, and it always looks fresh and nice.

Never fill an enamel saucepan that has been burned with soda water, for though this will remove the burnt portion, it will also make the pan likely to burn again the next time it is used. Use salt instead of soda. Fill the saucepan with cold salt water, bring slowly to the boil, and the pan will be quite clean, while there will be no bad after-effects.

If cups and saucers or bedroom basins, or anything of that kind, get stained, rub the marks with a cloth dipped in a little damp salt, rinse well and dry thoroughly.

Wash silver once a week in warm water, to which a little ammonia and whiting have been added. Rinse in clear water, and at once wipe with a clean, dry cloth. If this is done, silver will seldom need any further cleaning.

When machining a thin material a piece of paper should always be run through the machine with it, or it is almost sure to draw. Even quite thin material, such as chiffon, can be stitched satisfactorily if this is done.

Ink or iron mould stains on white materials, if not of too long standing, can be removed this way. Dip the stained part in very hot water, rub with a freshly-cut lemon, then cover the place with salt. Leave for a few minutes and the stain will probably disappear. If it has not, repeat the process, then rinse very thoroughly.

THIS WEEK'S RECIPE.

APPLE MOULD.

Required: 3lb. cooking apples, 2 cloves, cochineal or carmine, 6oz. sugar, 1½ pints water, 1 lemon, 1½oz. gelatine.

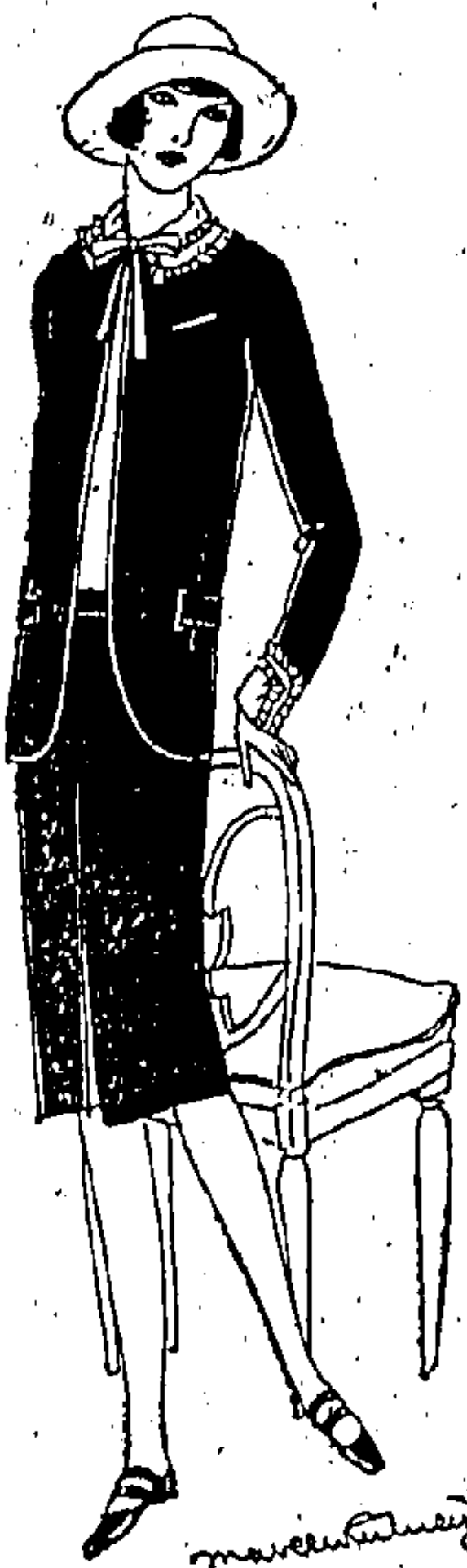
Wash the apples. Cut them into pieces without peeling or coring them. Put them—with the water, thinly peeled rind of the lemon, cloves, and sugar—into a pan. Simmer until soft, then rub through a sieve, keeping the lemon rind and cloves. Add the strained juice of the lemon and the gelatine—melted in 2 of a gill of water. Colour a deep pink, and put this into one large or several small moulds.

Note.—If liked, this may be put into border moulds, and when set the centre filled with whipped cream, decorated with pistachio nuts.

MAKING PERFECT TOAST.

This is said to be the instruction of a famous London chef for the making of perfect toast: Cut a slice of bread thick enough for two pieces of toast. Toast it on each side till it is a rich golden brown, then split it down the middle, and hold the untoasted sides before the fire just long enough to turn them. Butter well on the slightly toasted surface.

A SIMPLE COSTUME.



The slim simple lines of this little frock are quite appropriate for morning activities and its lovely bottle green velvet fabric gives it enough formality for afternoon events, as well. Gold ribbon bindings and ties with auffed net for collar and cuffs, trim the frock.

FOR THE SMALL BEDROOM.

Furniture designers and manufacturers are more and more coming to the conclusion that it is for the miniature home that they must cater. So it is that we are in these days offered a very good selection of items that give the maximum of capacity in the minimum of space. Two such items are the fitted dressing chest, and a fitted suit cabinet. They are primarily intended for the use of a man, and are small enough to go into a tiny dressing room, or even to find a place alongside an ordinary suite, and thus free that for the use of the mistress of the house. Nevertheless, where space is limited, a woman could put them to very good use.

The dressing chest is designed with the lower part as a small wardrobe with double doors, and standing four feet high. In the left-hand section there is a rail with half a dozen hangers, two hat shelves and rails for various small items. In the other half there are two capacious drawers; one of them subdivided for handkerchiefs, &c. Below them are three divisions with sliding trays for the rest of one's apparel. On top of the fitted chest there is a bevelled swing mirror, and a plate glass shelf supported on nickel fittings.

The other item is a small fitted suit cabinet. This, too, has half a dozen hangers, and patent trouser stretchers on an extending rod, hat shelves, shoe rack and small rails for accessories.

A BEAUTIFUL STAR.



Marguerite Livingston, pictured in the role of "Madame" in the play "The Sign of the Cross".



Dolores Del Rio, Mexican society leader, has collected an elaborate wardrobe and gone to Hollywood to enter the movies under a contract held by Edwin Carew. She is believed to be the richest girl in Mexico.

THE NEW TENNIS FROCKS.

The modern dress designer brings as much imagination to bear on tennis kit as on any other sports outfit, and while the general colour is white, or a pale biscuit shade, light embroidery in another colour is not forbidden.

Cross-stitch is immensely popular, also weird lightning-like streaks of coloured chain-stitch. These designs always achieve a definitely "sporty" look, and they are completed by a novel little sleeveless cardigan (a relation of the bolero, only on more closely fitting lines) of similarly worked jersey cloth. An almost gaudy scarf, also in wool, is seen this

season, decorated to match the cardigan.

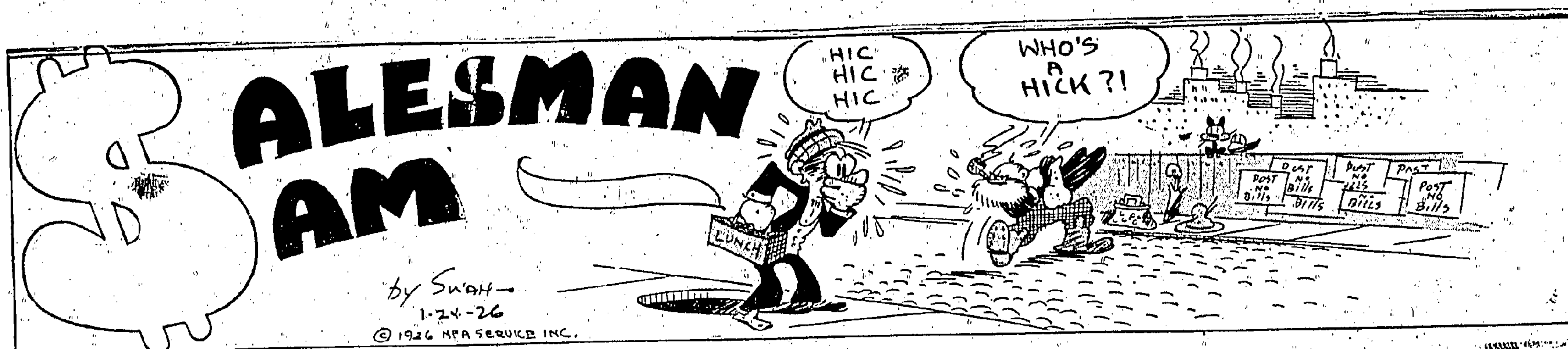
Any material is used, especially linen, which has enjoyed a vogue after being neglected for some seasons. This material can be worked with a Swiss cross-stitch pattern. One charming model was of dead white linen, quite sleeveless, but with a high collar, and the widely-pleated skirt was embroidered in black and red. The red jersey shown with it was bound with linen, hem-stitched in place with black thread.

Another very attractive design was of cream crepe de Chine embroidered with darting streaks of blue to simulate the fad for futuristic shading. As a matter of fact, the jersey was painted with a futurist design in shades of beige, blue and cerise.

BEST DRESSER, CRITICS SAY.



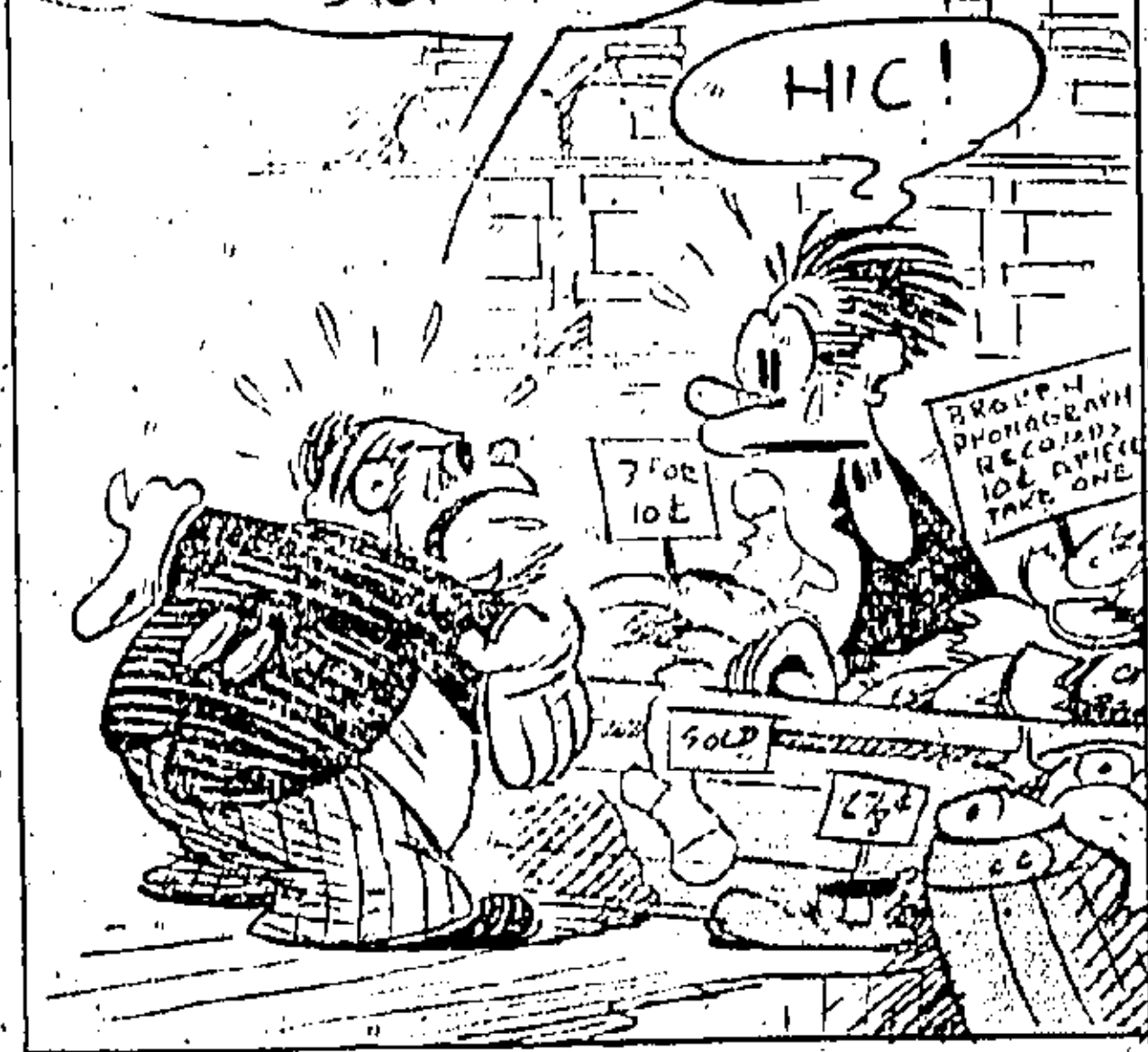
The best-dressed woman—is what French critics say of Countess Shamon, one of the well-known peeresses, whose wardrobe is said to be very extensive.



I SHOULD BUY ANYTHING FROM A DRUNKARD LIKE THAT - IT'S A SHAME THEY LET HIM WORK HERE



DAWGONIT SAM! - YOU'RE LOSING ALL MY TRADE WITH THAT HICCOUGHS OF YOURS - IF YOU COULD ONLY GET REAL EXCITED OR SCARED - THAT'D STOP IT

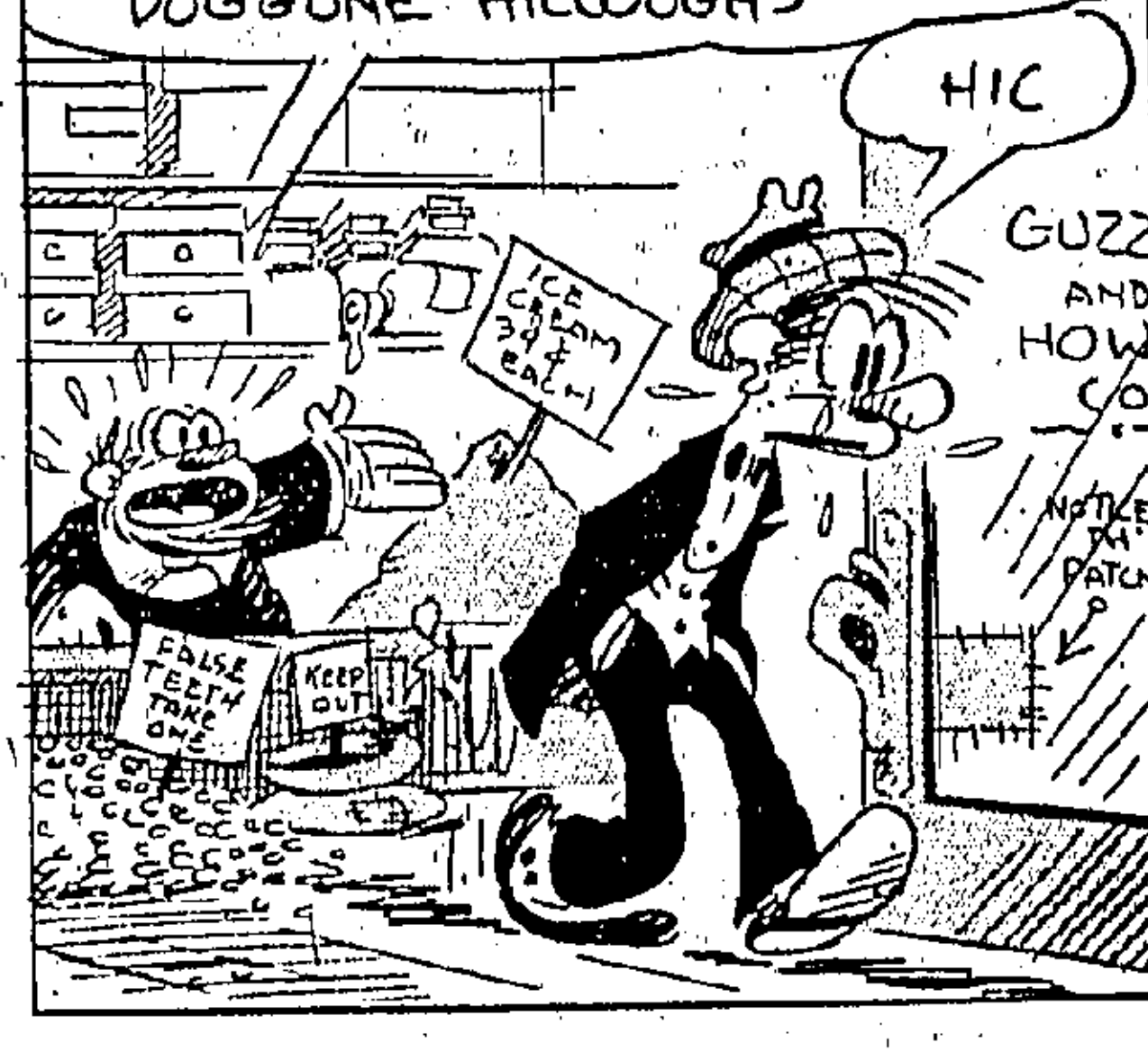


YOU'RE FIRED! - GET OUT!!

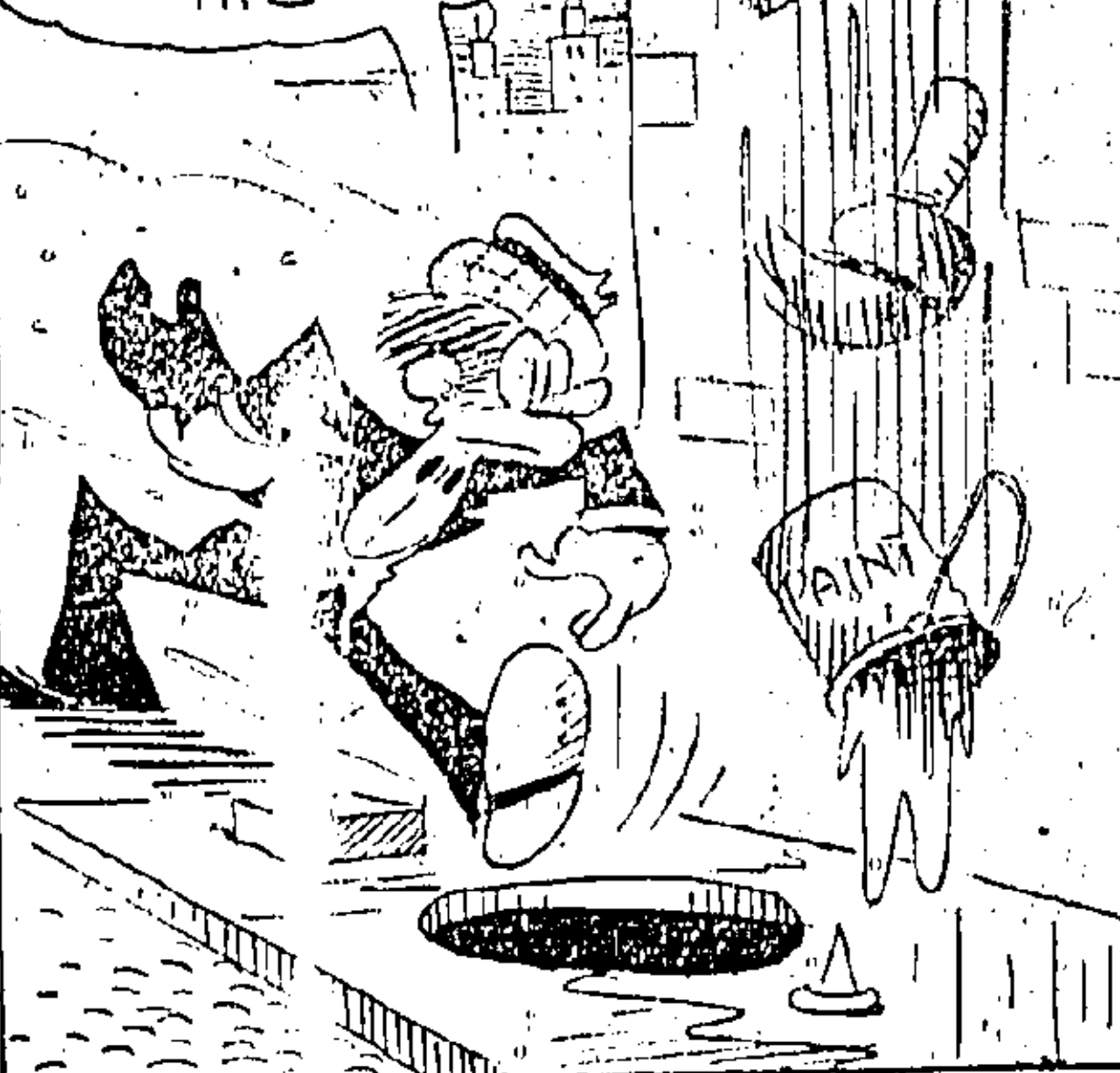


HIC-HIC-ALLRIGHT GUZZ - HIC - I'M SORRY - HIC-HIC-HIC

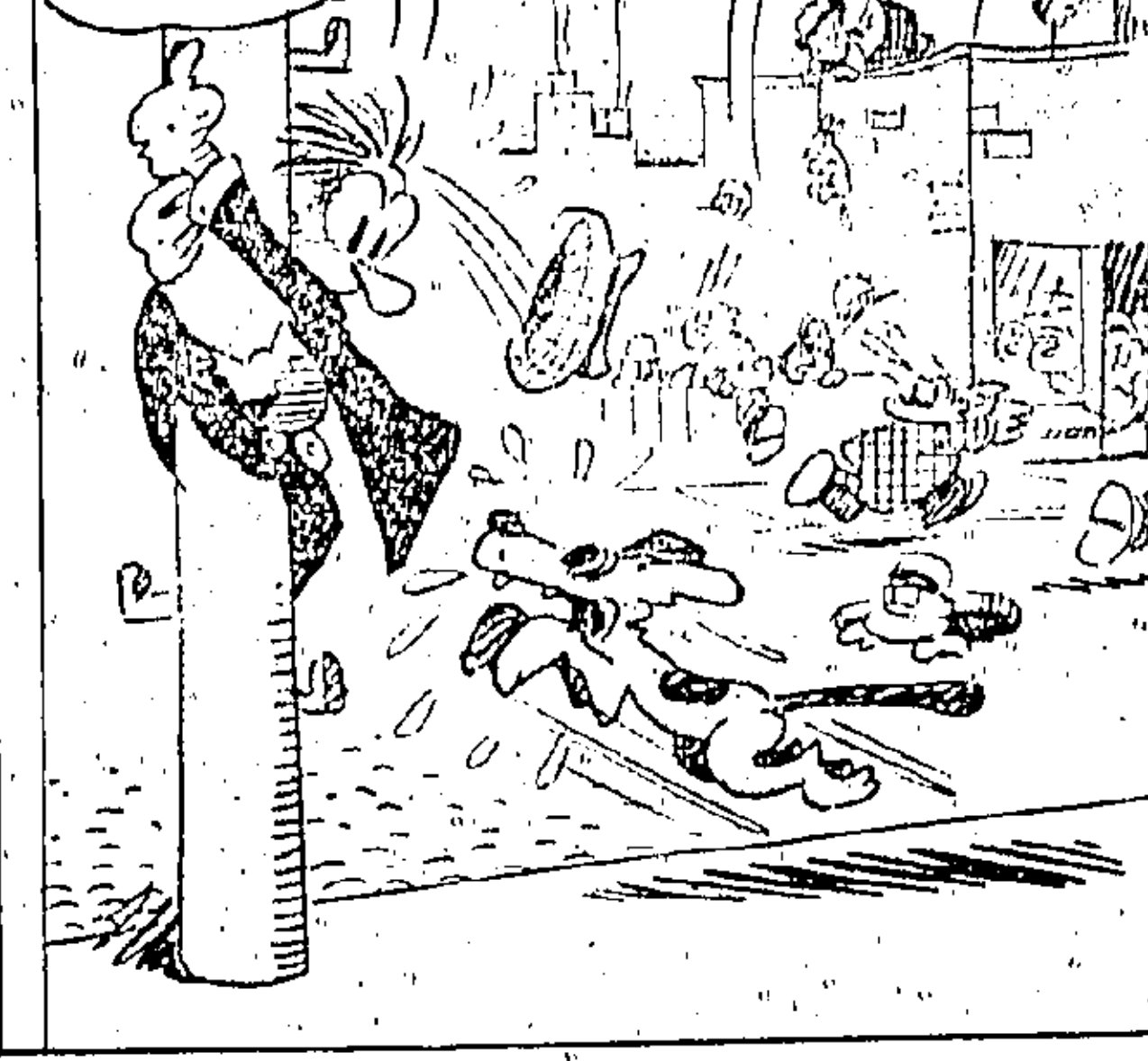
NO-NO-DONT GO - I WAS ONLY TRYING TO SCARE YOU OUT OF IT - BEAT IT OUT FOR AWHILE AND TRY TO GET INTO SOME EXCITEMENT OR REAL SCARED TO STOP THAT DOGGONE HICCOUGHS



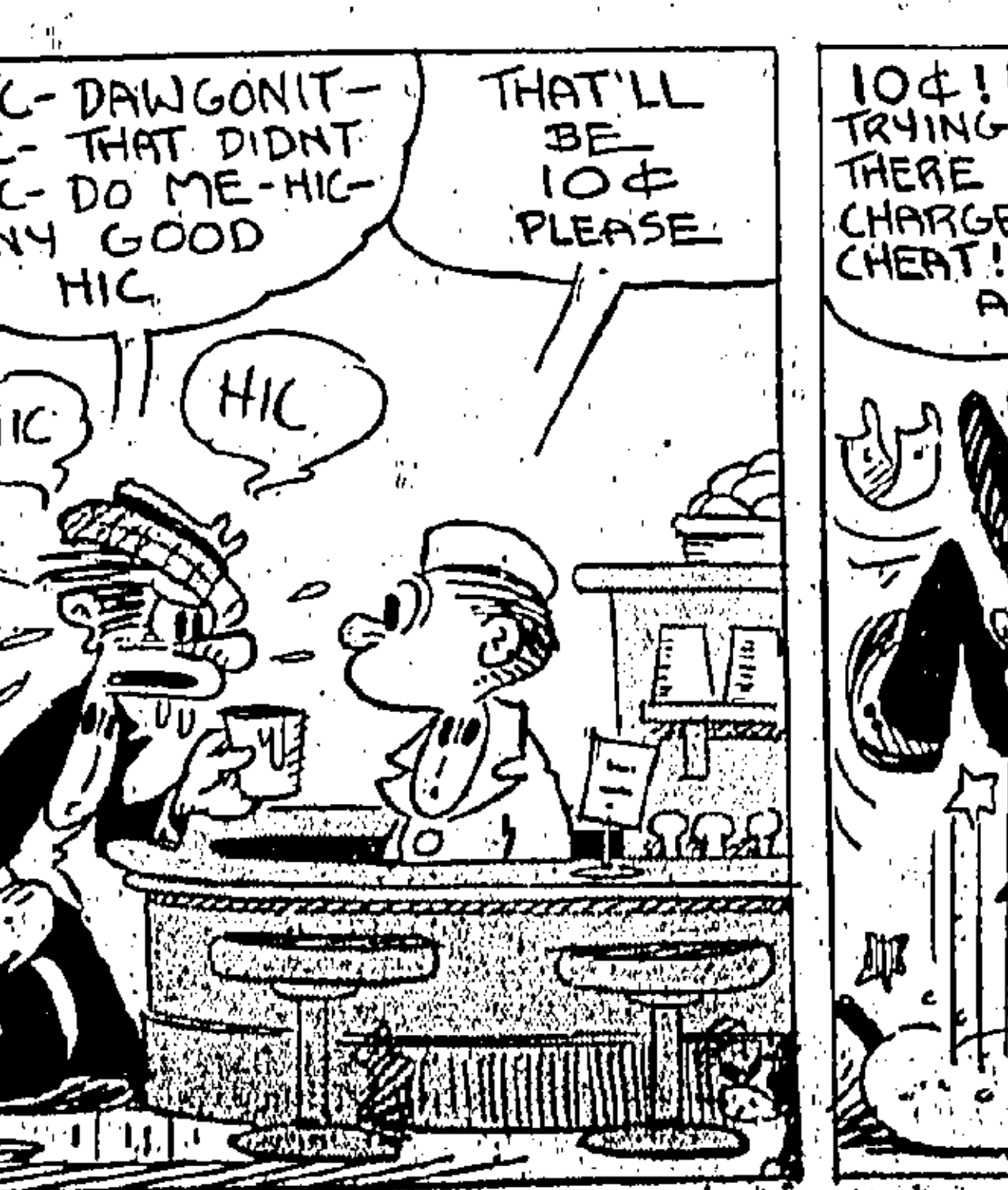
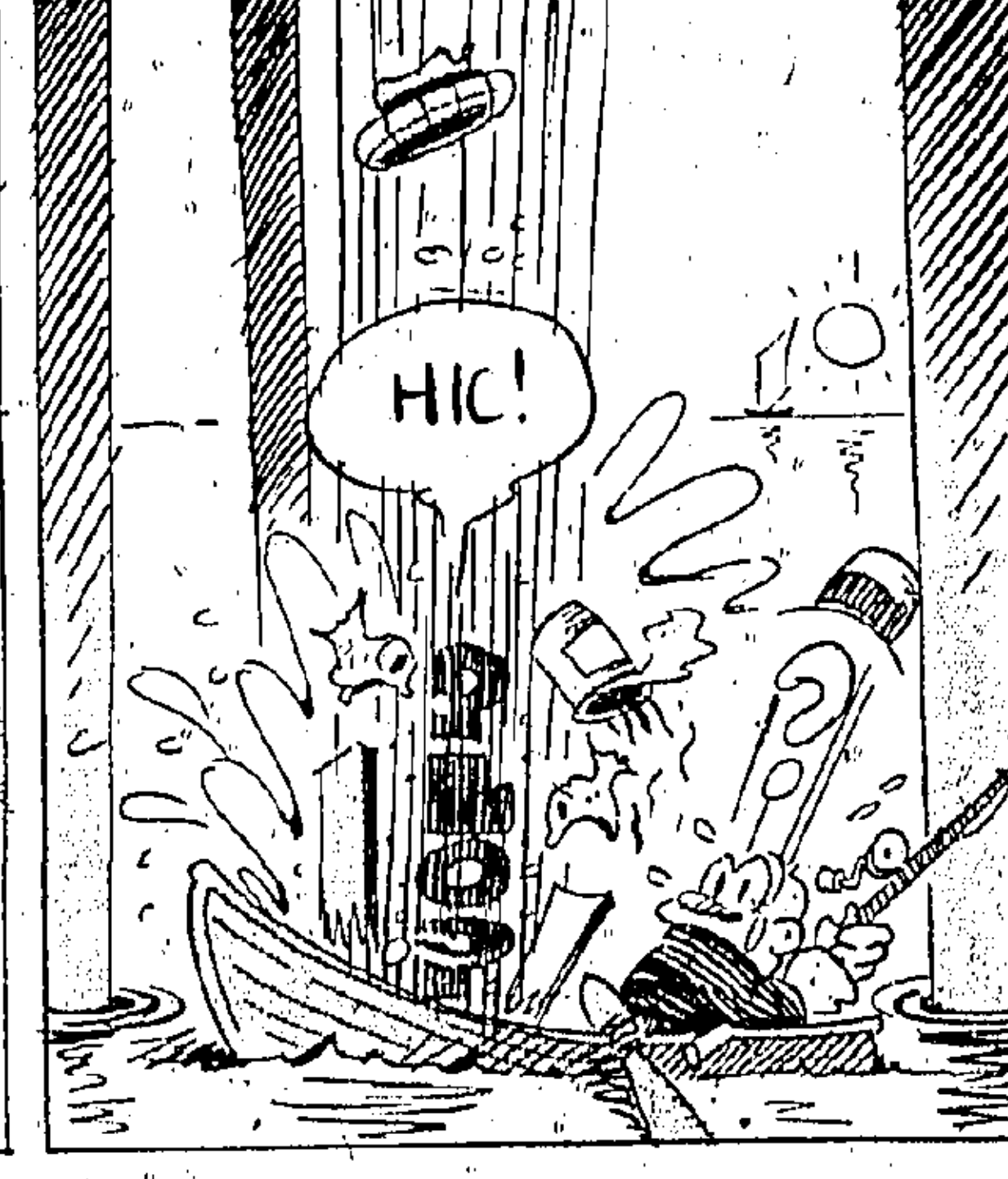
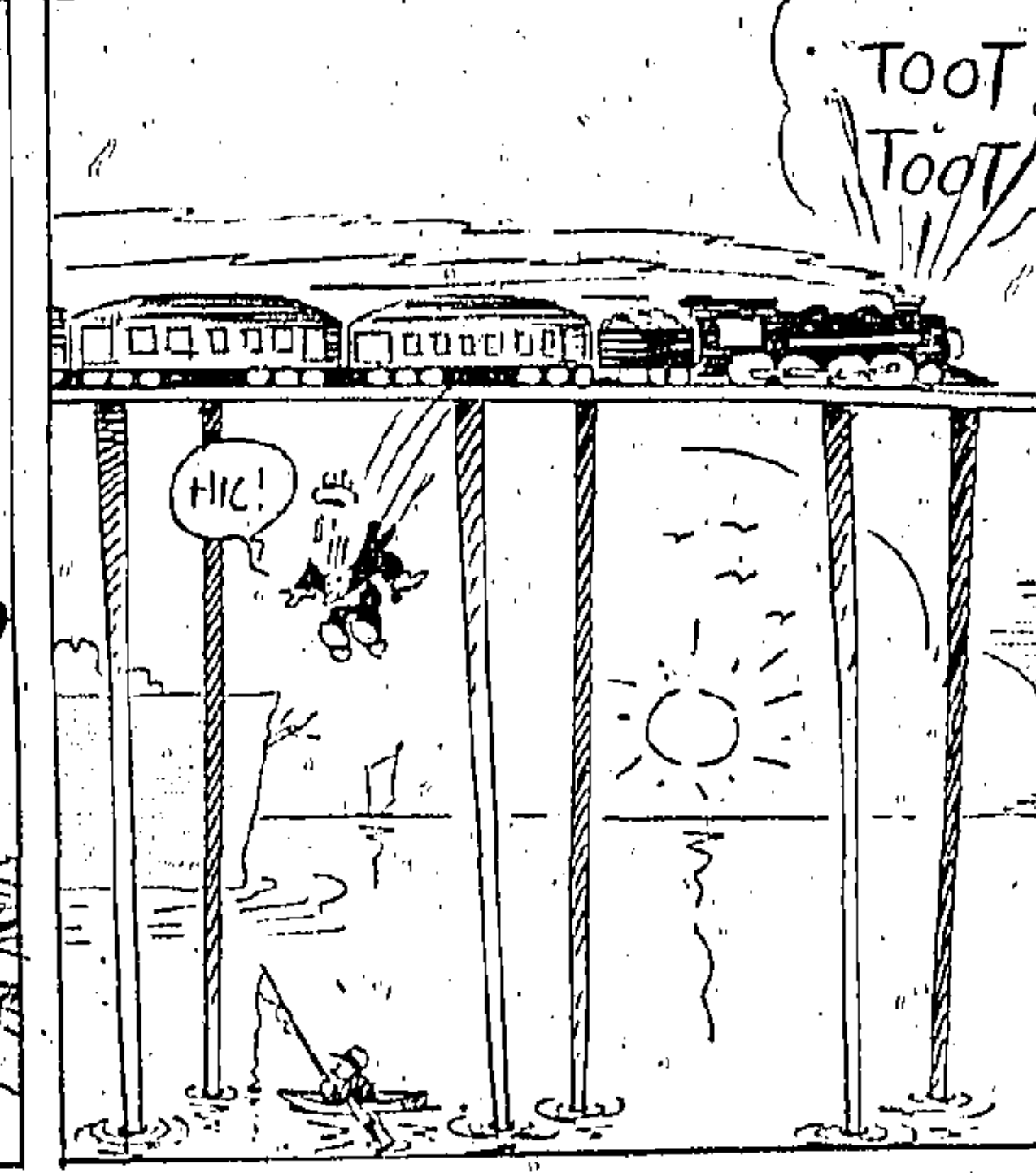
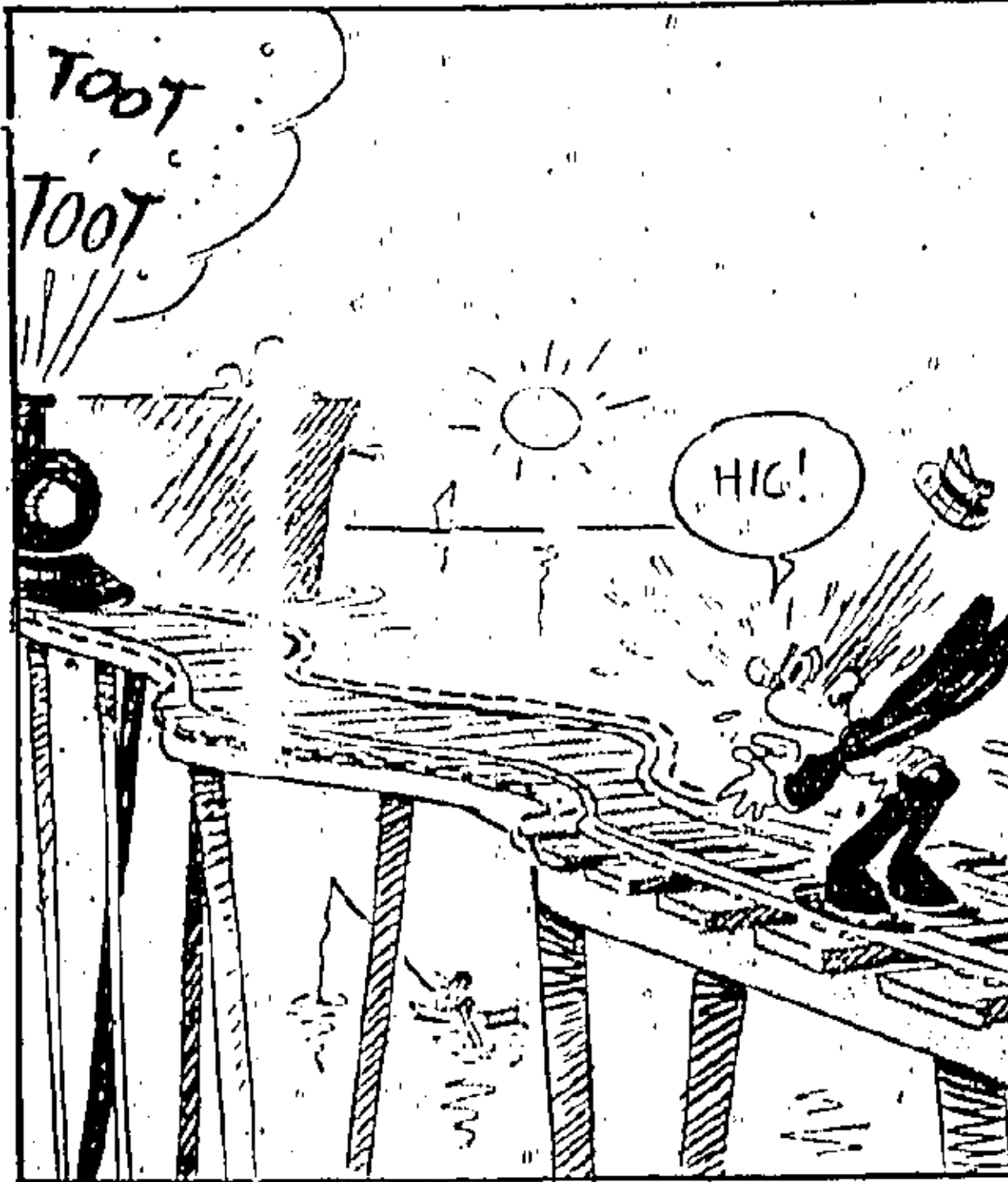
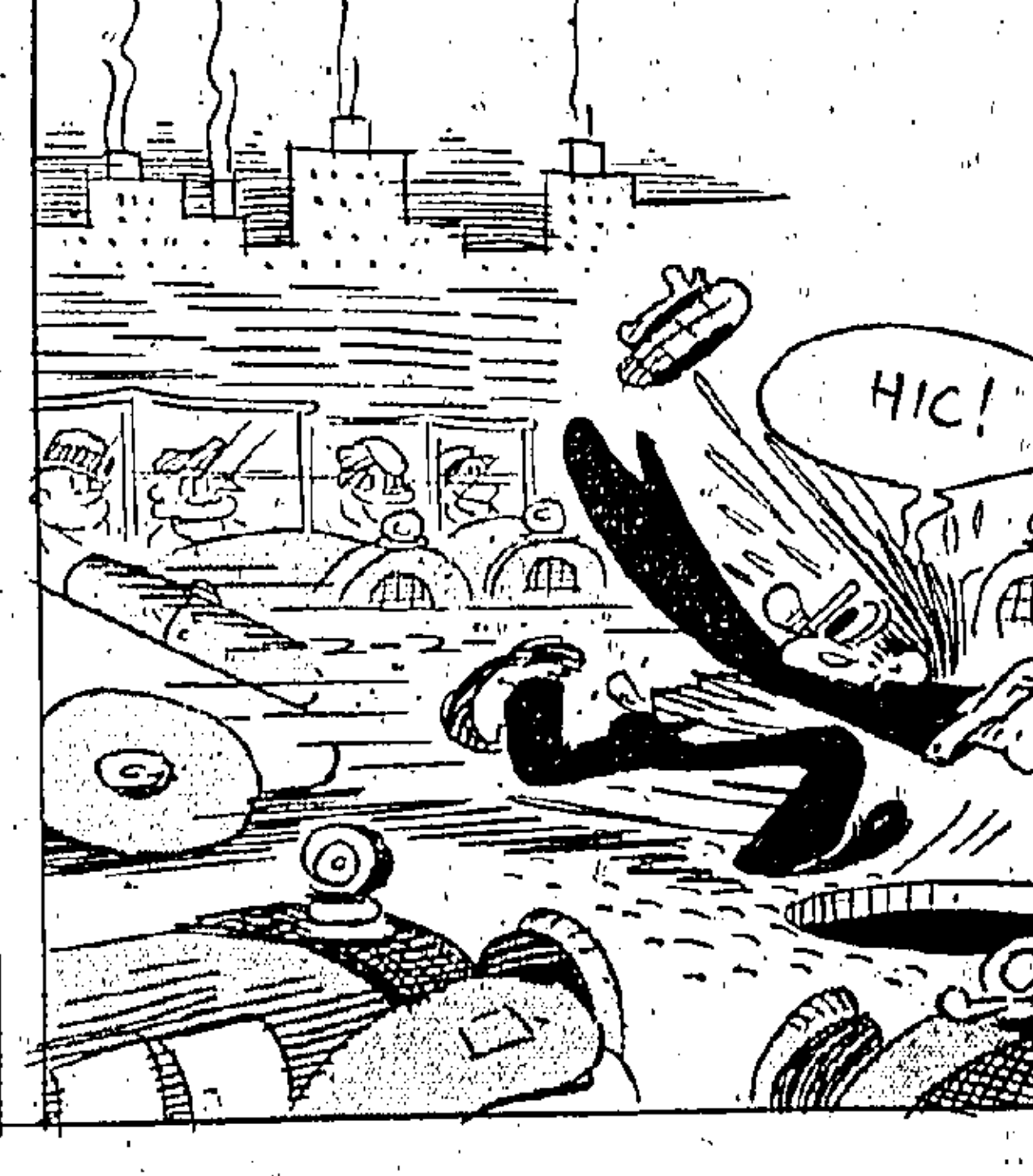
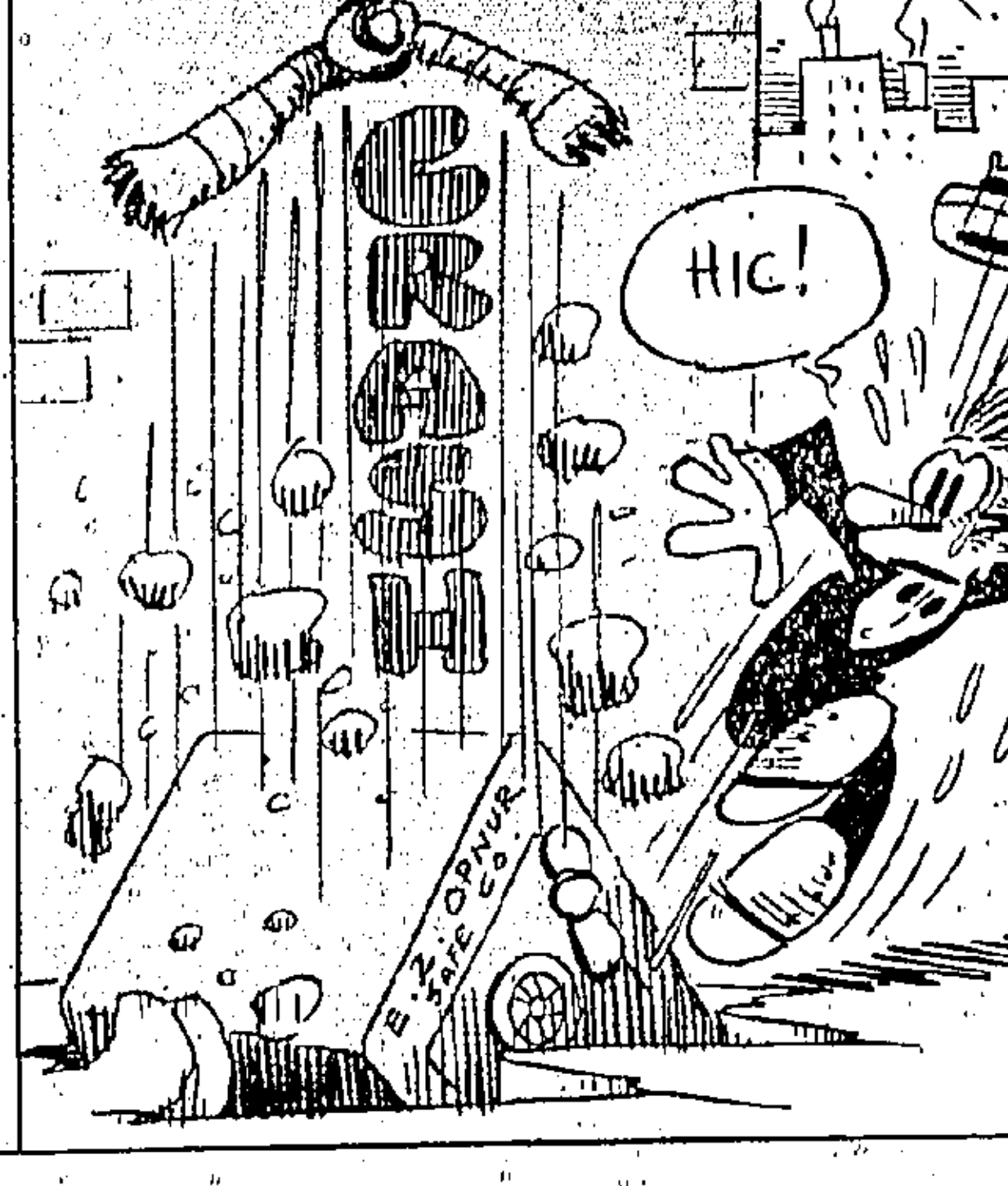
NOW - HIC - FOR A LITTLE - HIC EXCITEMENT HIC



HIC - G'WAN BEAT IT - HIC



MAD DOG RUN!





If anybody finds one-and-sevenpence within the next few days I shall be much obliged if he will kindly forward it to me. As my custom is, as each year draws to its close I do my accounts; not, dear ladies, as you do—tap your fingers on the table and count aloud, periodically, distracting your husbands with such



problems in mental arithmetic as, "How much is elevenpence-three farthings from one-and-fourpence-half pny?" No; my accounting is a terribly solemn affair, in which I rally all my figures for the year, and with the help of a table of logarithms and a ready-reckoner seek to reconcile the amount of cash I ought to have with the amount I've got in my stocking.

This is technically known as "balancing"; but being no Blondin I've never yet accomplished the feat satisfactorily. Last year my stocking owed my accounts two-and-eightpence. The year before that my accounts owed my stocking four-and-six. This year one or other of them (I'm not quite sure which) owes the other one-and-sevenpence; and though I've looked under the sofa and gone through the servants' boxes twice, this elusive sum still evades me. Don't forget one-and-sevenpence! or I will thankfully accept its equivalent in whisky, champagne, cigars, jewelry, or coals.

What a lot of obscure occupations there are! As I write news reaches me of a threatened strike of "puddlers" in Germany; but I wonder how many folks outside a foundry know that a "puddler" is a gentleman who converts cast iron into wrought iron? It may be helpful, in view of possible future strikes in other unfamiliar branches of industry if I define a few of them. A boobler is one who bores the little holes in dog-biscuits. A whiffer gives the names on rocking-horses. A globber calibrates the bung holes on beer-barrels. A stipper perforates the bottoms of flower-pots. A mugger twists straight shanks of steel into cork-screws. A podger is one who inserts the tails of whitening into their mouths. And lastly a spudger is a man who runs round to the offices of the newspapers on New Year's Eve and reminds the compositors to put Anne Domini on one.

I hear that that delightful Alpine winter-resort, Zotos Platz, in the Upper Gungadin, is simply crowded with English Society folk. Amongst others, Lady Blister and her daughter, the Hon. Iva Gumboyle, are staying at the Warhog; as also are Sir Erleigh and Lady Byrde. Captain Crashford Jovstick, R.A.F., is at the Bankhof, and Rear-Admiral Sir Lifebuoy Soper at the Seidlitz. The semi-final heats of the Snow-balling Championship have already been thrown off; but the Epstein Bolt for the best reproduction in ice of the Rima panel has not yet secured the necessary quorum of entries. I am pleased to be able to announce, however, that Lady Tozer-Ticklish has won the ladies' Chilliain-Handicap, beating Miss Mina Braking by three up and two to burst.

A new scheme for assisting the British film industry is under consideration by the Joint Committee representative of the film trade. Proposed by E. E. Lyons, the joint managing director of the Bio-Colour Circuit, this scheme suggests the creation of a "Film Board" and a voluntary levy on film exhibitors of £100,000, to be used to help in financing approved British productions. Several other schemes have also been put forward and they have all been referred to a sub-committee, which is to report to the main Joint Committee. Meanwhile Sir James Marchant writes to *The Times* a letter full of his experience as secretary of the Cinema Censorship. He says that for several years he has

Have you heard a startling, but not altogether unlikely or unreasonable, rumour that the New Year's Honours List will contain one name which is a house hold word in every household that has occasion to use it? Innate modesty prevents my saying anything more definite at the present juncture, though I may add that the honour proposed to be bestowed is the C.M.G., and that these letters, in this instance, have nothing to do with the Companionship of the Order of St. Michael and St. George, but signify a rarer dignity—"Chief of the Mixed Grill."

A NOTE OF THANKS.
Goodbye, old '25! You haven't done so badly; And I, for one, regret you've got your ticket. For lessening Income-Tax I thank you gladly, As also for a generous spell of cricket.



You've given me days of joy by sea and river— A thing your predecessor ne'er conceded; His rains and winds played havoc with my liver; I let him pass away, un-sung, unheeded. And maids with mine their mead of praise would mingle, Ere yet you let the balance of your span go; To them you've given the Russian boot, the shingle. Besides another version of the Tango.

But, best of all, you've given a boon to Europe, And brought mens sana in corpore sano. Since now we live, imbued with the secure hope, That you have nailed War's coffin at Locarno.

Following on the recent Cat Show at the Crystal Palace, I have been reading a newspaper article on "How to Tell a Perfect Cat." For instance to be perfect a short black-haired cat "must be jet black; he must have copper eyes, short, 'cobby' legs, and a short tail."

I don't know what it is who settles these points which define the Perfect Cat; but I do know that some years ago, when the National Dromedary Club decided to hold a Show, nobody knew what constituted the "Perfect Dromedary, and so for the purpose of judging the exhibits Professor Barmion Crummett, F.Z.S., was asked to jot down a few particulars for the adjudicators' guidance. "The Perfect Dromedary," he wrote, "must have mother-of-pearl eyes, lop ears, and an erect tail. The fur must grow in patches in an anti-clockwise direction, and the hump must be in the middle, slightly inclined to leg."

Unfortunately, the only exhibit that turned up at the Show was disqualified. It proved, not to be a dromedary at all, perfect or imperfect. The animal, in fact, had been sent in by a half-deaf gentleman who had understood that it was a Cassowary Show.

the production of a series of films on the story of the British Empire. Professors of Yale University and the best producers of America have combined to produce a series of films of American history which it would be difficult to surpass. Now the Yale authorities wish to send these films and lectures to be used in the schools of the British Empire that British children may learn the wonderful story of America. And there is no doubt that it will be done perhaps in the Dominions, India, South Africa before the United Kingdom. Is it not possible, Sir James Marchant asks, for the British and Dominion Government to do for the children of the Empire what

TILDEN BEATEN.

VICTORIES FOR BOROTRA AND LACOSTE.

New York, Feb. 19. In the quarter finals of the National Indoor Lawn Tennis tournament, Lacoste beat Vincent Richards 6/4, 6/2; and Borotra beat Tilden 13/11, 6/3.—*Reuters' American Service.*

Later.
Brugnon beat Francis Hunter 6/4, 6/4.

LOCAL HOCKEY.

SURREYS "C" BEAT CLUB "A."

Displaying good combination and proving themselves the better side throughout the "C" Company, East Surreys, hockey XI defeated the Club "A" side by two goals to nil yesterday.

The Club were handicapped in that they were one short throughout. Play was mostly in the Club half, the Surreys going down with quick sharp passes and giving the Club goalkeeper plenty to do.

Price on the Club left wing was the most dangerous forward but although he broke through several times nothing tangible resulted.

GOLF.

MEN BEAT WOMEN IN AMERICA.

St. Augustine, Fla., Feb. 19. In a four-ball golf match, Massey and Compston beat Miss Glenna Collett, the American lady champion, and Miss Mary Brown, by 2 and 1.

The professionals, who conceded six strokes, went round in 65, eight strokes below par. The ladies took 76.—*Reuters' American Service.*

International Match.

New York, Feb. 19. Walter Hagen has been chosen to nominate three other American professionals to represent America in the international match with British professionals, prior to the British open Championship match contested in London district.

Hagen hopes to interest Jimmy Farrell, Gene Sarazen and Leo Diegel.—*Reuters' American Service.*

COURSING.

WATERLOO CUP FINAL.

Liverpool, Feb. 19. Coursing for the Waterloo Cup final, J. L. Jarvis's Jovial Judge beat R. Rank's Running Reim. Betting was 7 to 4 against the winner, which won easily.—*Reuters.*

WAR PENSIONS.

BRITISH LEGION PLEAS FOR TIME EXTENSION.

Shortly after the Armistice the Government fixed a seven years' time-limit for applications for war pensions, the seven years to date from the day of discharge.

Seven years having elapsed since the busy demobilisation period of early 1919, the time-limit for large numbers of men has expired, and many ex-Servicemen find themselves debarred from applying for a pension.

At the headquarters of the British Legion, Eccleston-square, scores of such cases are being dealt with, and there are many instances of great hardship.

Taking the view that there should be no limit to the time within which a man may apply for a pension in respect of injury or ailment arising out of war service, the British Legion last summer got up a petition in favour of abolishing this time-limit. There were more than 800,000 signatures, and the petition was presented to Parliament by Major J. B. Cohen, M.P. But nothing came of it.

Widows' Claims.

"We think the limit should be done away with, especially for widows' claims," said Major Cohen to a *Daily Chronicle* representative. "If a pensioned ex-Serviceman dies his widow has the right to claim a pension, but she has no such right should her unpensioned husband die from causes due to war service seven years after his discharge."

"In certain conditions the Minister of Pensions may allow concessions, but that is largely a matter of his personal clemency. A hard Minister may do nothing, while a kind-hearted Minister may do a great deal. This should not depend on clemency. The ex-Serviceman should have statutory rights."

At the Ministry of Pensions a *Daily Chronicle* representative was informed that the time-limit of seven years was fixed in conjunction with the Minister's medical advisers, who thought it sufficient to cover the period in which disablement genuinely caused by war service should be manifested.

Other countries had adopted time limits, all of them less than seven years. In Canada the time limit is three years, and in Australia and New Zealand six months.

Although more than seven years have elapsed since the end of the war, claims for pensions are still pouring in. The latest figures show that—

258,000 pensions have been made final.

194,000 pensions are conditional.

There are also 42,000 final weekly payments to men of less than 20 per cent. disability, which does not entitle them to a permanent pension.

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BRANCHES:

Barcelona, Madrid, Manila, Oskaka, Panama, Peking, Rangoon, San Francisco, Cal., Shanghai, Singapore, Tientsin, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG,
Manager.

9 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid up Capital - - - - - £3,000,000

Reserve Fund - - - - - £4,000,000

Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

BANQUE DE L'INDO-CHINE

HEAD OFFICE:

96, Boulevard Haussmann, Paris.

Subscribed Capital - - - - - Frs. 72,000,000.00

Paid Capital - - - - - Frs. 68,400,000.00

Reserve Fund - - - - - Frs. 59,567,283.54

BRANCHES

Hanoi, Peking, Pondicherry, Saigon, Shanghai, Singapore, Siam, Tientsin, Yunnan.

BANKERS:

In FRANCE - Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

In LONDON - The National Provincial and Union Bank of England, Ltd; Comptoir National d'Escompte de Paris, Credit Lyonnais.

In NEW YORK - J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT,
Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE - HONGKONG.

10, Des Voeux Road Central, Hongkong.

Authorized Capital - - - - - £10,000,000

Paid-up Capital - - - - - £5,000,000

Reserve Fund (1925) - - - - - £1,230,000

DIRECTORS

Hon. Sir Shou-Son Chow - Chairman

Fung Ping Shan - Mok Ching Kong

Li Koon Chun - Wong Yun Tong

P. K. Kwok - E. W. Taylor

Ng Ching Luk - Kan Yan Po

Pong Wai Ting - Chan Ching Shek

Every description of Banking and Exchange business transacted - Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.

KAN TONG PO,
Chief Manager.

Hongkong, 8th February, 1926.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society), B. A. N. K.

Established 1824

Hongkong Branch established 1906

Authorized Capital Guilders - - - - - 150,000,000

Paid-up Capital Guilders - - - - - 121,500,000

Reserve Fund Guilders - - - - - 20,536,470

Special Reserve Guilders - - - - - 1,711,405

HEAD OFFICE - AMSTERDAM

Eastern HEAD OFFICE - BATAVIA.

BRANCHES

Bandjermasin, Kota Radja, Rotterdam, Bandoeng, Macassar, Samarang, Batavia, Medan, Shanghai, Calcutta, Peking, Singapore, Charbon, Palembang, Soerabaya, Djember, Poelangan, Soerakarta, Soerabaja, Penang, Kuala Lumpur, Pontianak, Tjilatjap, The Hague, Bangoen, Watarraden, London Bankers - National Provincial Bank, Ltd.

Correspondents all over the world.

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(Incorporated in England 1909)

With which is affiliated

THE ALLAHABAD BANK, LTD.

INDIA.

Authorized Capital - - - - - £5,000,000

Subscribed and Paid-up - - - - - £2,250,000

Reserve Fund - - - - - £1,000,000

HEAD OFFICE:

132, Leadenhall London E.C.

WEST LONDON BRANCH:

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The Corporation undertake General Banking and Exchange Business of every description and in addition to its branches has Agencies in all the principal cities of the world.

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Manager.

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STEAMSHIPS.

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£120 £112 £83 £80
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STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3	July 12

(E/A is and R/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Feb. 26	Feb. 28	E. ASIA	Mar. 2
Mar. 12	Mar. 14	E. CANADA	Mar. 16
Mar. 26	Mar. 28	E. RUSSIA	Mar. 30

Passenger Department: Tel. C. 752
Freight and Express: Tel. C. 42

Cables: "GAGANPAC"
Cables: "NAUTILUS"

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HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Connection at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads

TAIYO MARU	From Hongkong	March 9th
TENYO MARU	"	March 22nd
SHINYO MARU	"	April 20th

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

REDUCED FARES

Honolulu	GS215, San Francisco	GS290, Europe	£110, £102, £100
SIBERIA MARU	(Omit N'aki & Hon)	From Hongkong	Feb. 20th
KOREA MARU	(Omit N'aki & Hon)	"	April 6th
SIBERIA MARU	(Omit N'aki & Hon)	"	May 4th
KOREA MARU	(Omit N'aki & Hon)	"	June 15th

Proceed from San Francisco to Los Angeles with cargo only.

Proceeds up River and berth alongside Mantau wharf at Shanghai

SOUTH AMERICAN LINE

The only direct route between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.

GINYO MARU	From Hongkong	February 24th
ANYO MARU	"	April 16th

Y. TSUTSUMI, Manager.
Toyo Kisen Kaisha.

Agent at Canton: Messrs. T. E. GRIFFITH, Ltd.
Tel. C. 2874 & 2875

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The fast "Short Route" to the United States!

SEATTLE & VICTORIA via SHANGHAI—Kobe—Yokohama	SS. "PRESIDENT MCKINLEY" February 21st, 5.00 p.m.
SS. "PRESIDENT JEFFERSON" March 5th, 5.00 p.m.	SS. "PRESIDENT GRANT" March 17th, 5.00 p.m.

EUROPE £120—£112—£110.

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

SS. "PRESIDENT JEFFERSON" February 25th, 5.00 p.m.	SS. "PRESIDENT GRANT" March 9th, 5.00 p.m.
SS. "PRESIDENT MADISON" March 21st, 5.00 p.m.	

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Line to Atlantic Ports.
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REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

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"AUTOMEDON"	23rd Feb.	Marseilles, London, R'dam & H'burg
"HECTOR"	3rd Mar.	Marseilles, London, R'dam & Glasgow
"PERSEUS"	8th Mar.	Marseilles, London, R'dam & H'burg
"HELENS"	23rd Mar.	Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"ANTILLOCHUS"	20th Feb.	Genoa, M'los, Havre, L'pool & G'gow
"PELEUS"	5th Mar.	Genoa, Havre, Liverpool & G'gow
"TELEMACHUS"	23rd Mar.	Genoa, Havre, Liverpool & G'gow
"IXION"	1st April	Genoa, M'los, Havre, L'pool & G'gow

PACIFIC SERVICE

"PROTEUS"	17th Mar.	Victoria, Vancouver & Seattle
"TALITHYBUS"	30th Mar.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"K. COMPANION"	5th March	New York, Boston & B'more via Suez
"JASON"	19th March	New York, Boston & Baltimore

PASSENGER SERVICE.

"HECTOR"	3rd Mar.	Singapore, Marseilles & London
"SARPEDON"	7th April	Singapore, Marseilles & London
"PATROCLUS"	5th May	Singapore, Marseilles & London
"ANTENOR"	2nd June	Singapore, Marseilles & London
"HECTOR"	14th July	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.
Agents.

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikini	N. China	1st Port	25th Feb.	Batavia
Tjkerang	Batavia	24th Feb.	2nd Feb.	Shanghai
Tjmanoeck	M'kar	23rd Feb.	25th Feb.	Japan
Tjondari	N. China	2nd Feb.	2nd Mar.	Batavia
Tjibodas	M'kar	3rd Mar.	5th Mar.	Amoy & S'hai
Tjlsalak	Batavia	7th Mar.	9th Mar.	Shanghai
Tjitaroem	Japan	8th Mar.	10th Mar.	Batavia
Tjibodas	Dalay.	26th Mar.	28th Mar.	M'kar & S'hai

†Via Macassar
†Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CURING HOOLIGANS.

THE FAILURE OF PUNISHMENT.

The appended is part of Lord Lytton's speech to the Rotary Club of Calcutta on "punishment as a failure."

The first was a small colony in the country to which only the most hardened young hooligans—boys and girls, were sent. The children (aged from 15 to 18) lived in separate cottages, the boys worked in the farm the girls did the house work and gardening. Each house made and enforced its own rules and all disciplinary matters were settled by the children's court, presided over by a Judge, who was elected by themselves. There were three distinctive features of it which were responsible for its success—

- (1) There were no unclimbable walls to invite the adventurous to try and escape;
- (2) There was no individual authority which a child could show its courage by defying. There was no appreciative gang of law-breakers to appeal to—the authority was that of the whole community.

(3) There was a real economic basis to the community life corresponding to actual conditions outside. The children were paid for their work with an aluminium coinage which only had currency within the community but which was converted into coin of the realm when they left. Every child was provided with food and clothes on arrival and therefore began in debt to the community—this debt was paid back from his earnings as soon as he began to work.

By making their own rules and enforcing them by penalties of their own devising they learnt to respect law which till now they had spent their lives in defying, from being on the side of the policeman. They learnt the obligations and limitations of freedom and to understand the foundations of all civilised society. Every one of these young hooligans went back into the world not merely cured but strong advocates of obedience.

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COUNT THE "TELEGRAPHS"
Everywhere

TRAVEL IN COMFORT

Aboard
DOLLAR
PRESIDENT
LINERS



FOUR SAILINGS each month to Manila thence FORTNIGHTLY service to Colombo, and via Suez to the Mediterranean, Boston, New York, and round the world.

TO MANILA—AND ROUND—THE—WORLD

President Monroe	March 16th	8.00 p.m.
President Harrison	March 30th	8.00 p.m.
President Van Buren	April 13th	8.00 p.m.

—and 4 sailings each month thereafter.

FORTNIGHTLY SAILINGS to Shanghai, Kobe, Yokohama, Honolulu and San Francisco.

TRANS-PACIFIC—TO SAN FRANCISCO.

President Taft	February 27th	5 p.m.
President Wilson	March 13th	5 p.m.
President Lincoln	March 27th	5 p.m.

—and sailings every 14 days thereafter.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

Decks are broad and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

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AND
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Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

SS OOSTERK	8th Mar
SS OUDERK	6th Apr
Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen	
SS ZOSMA	20th Mar
SS OOSTK	17th Apr
SS OUDERK	15th May

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

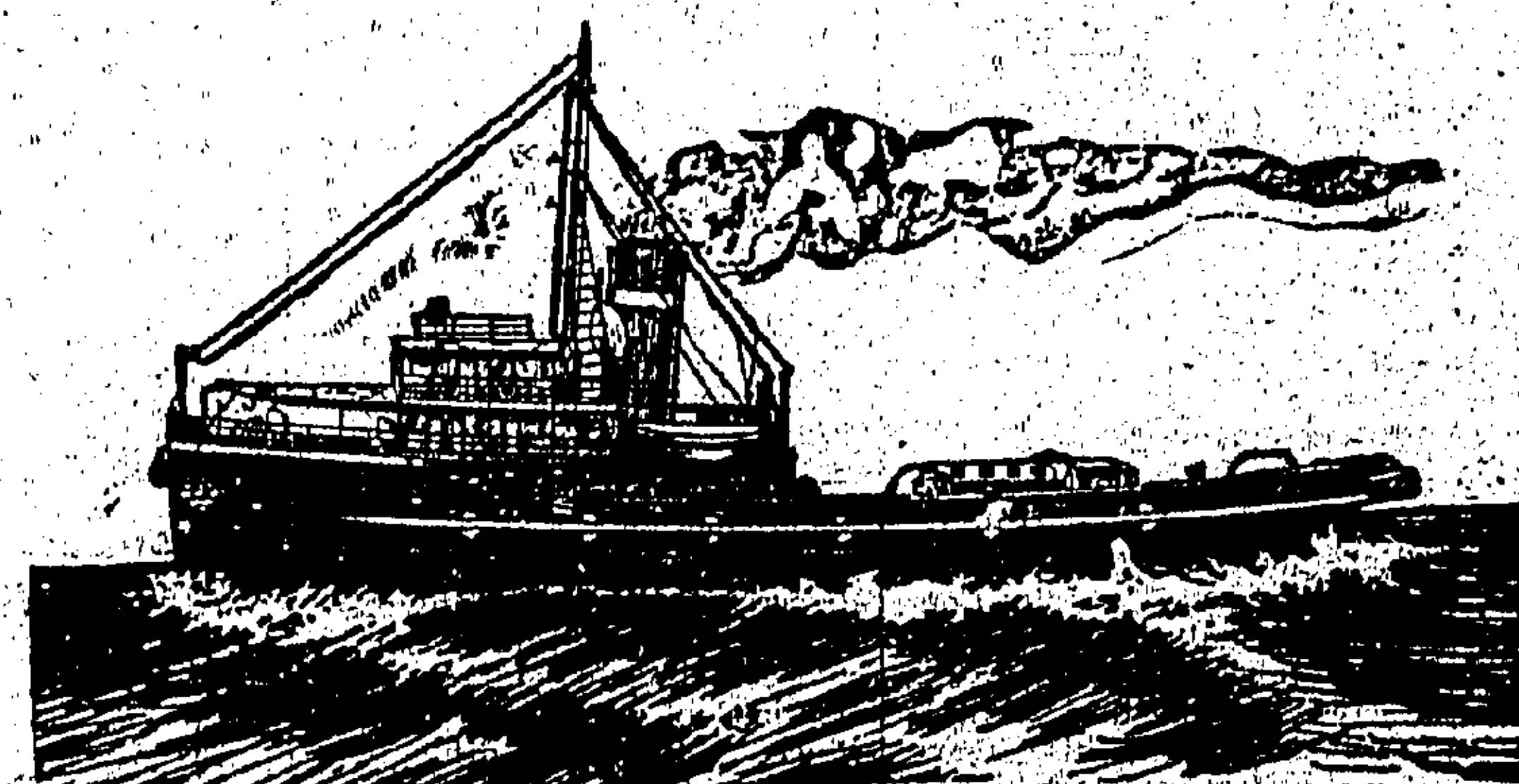
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"Henry Keswick"

Built engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong. For their own service, 1921. Length 165' B.P., Breadth 34' (m) depth 17' (m) L.H.P. 2000 Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

H.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

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they dispel constipation, stimulate the liver, banish biliousness and aid in perfect working order the skin, relieve Piles.

Your chemists sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiang Road, Shanghai.

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This Corn Remedy is Guaranteed

You will never know how really easy it is to get rid of a corn or callous until you have used "Gets-it." Just put it on. Hurting stops. Then the corn shrivels and soon you just lift it off with the finger. Never falls. Costs but a trifle. Sold by all Chemists & Shops. E. Lawrence & Co., Chicago, U.S.A.

Those who deal with us may be assured of the following advantages:

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Taking Cargo on through Bills of Lading for India, Java and Burma, Ceylon, India, Persia Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.
SEMI-MONTHLY PORTFOLIO DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination.
KARMAIA	9,128	20 Feb noon	M's, L'don & Antwerp & Hull
NAGPORE	5,385	22nd March	S'pore, Penang, Cebu & B'bay
MANTU A	10,992	6th March	Marseilles & London
KASHAIR	8,955	13th March	M's, London & Antwerp
KIDDERPORE	5,334	18th March	S'pore, Penang & Bombay
KHIVA	9,135	20th March	M's, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, Penang, Cebu & B'bay
DEVANHA	8,155	17th April	M's, L'don & Antwerp
KALYAN	9,144	21st April	M's, L'don & Antwerp
MACDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	4th March	S'pore, Penang & Calcutta
TALMA	10,000	10th March	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*PANDA	6,958	3rd March	Manila, Thurs.
ARAFURA	6,000	7th April	Island, Townsville, B'bane.
ST. ALBANS	4,500	5th May	S'pore and Melbourne

*Calls at Kolambagan and Omits Sandakan
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'k, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,135	21 Feb. d light	Shanghai, Moji & Kobe
SHIRALA	7,741	25th Feb.	Moji, Kobe & Osaka
MOREA	10,911	6th March	S'pore, Moji & Kobe
TAKADA	6,949	7th March	Moji & Kobe
ARAFURA	6,000	13th March	Moji, Kobe & Yok.

All dates are approximate and subject to alteration without notice.
*WIFIERS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
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GLEN AND SHIRE.

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U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENAMOY	24th Feb.	GLENIFFER	9th Mar.
GLENHARRY	4th Mar.	GLENAMOY	10th Mar.
GLENSHANE	23rd Mar.	GLENAMOY	6th April
GLENAPP	1st April	GLENSHANE	4th May
CARMARTHENSHIRE	15th April	GLENAMOY	1st June

Movements are subject to change without notice.
For freight or further particulars please apply to:-

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AGENTS Telephone: Central No. 215, sub-ex. 23 and 3696.

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THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	27th March	25th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

*For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

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Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "JASON"	via Suez Canal	19th Feb.
S.S. "KT. COMPANION"	via Suez Canal	7th Mar.
S.S. "CITY OF SINGAPORE"	Suez Canal	28th Mar.
S.S. "CA. CHAS"	via Suez Canal	7th April

Calls at New York first.
Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.
For Freight and particulars apply to—

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HONGKONG & CANTON. JARDINE MATHESON & Co. Ltd. CANTON

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

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Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SPECIAL WEEK-END SAILING.

Friday 19/2/26—Steamers leave Hongkong at 8 a.m. & 3 p.m.
Saturday 20/2/26—Steamers leave Hongkong at 8 a.m. & 2 p.m.

SUNDAY EXCURSIONS—On SUNDAY 21st Instant the S.S. "TAISHAN" will leave Hongkong at 8 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.



SAILINGS SUBJECT TO ALTERATION.

SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common points in U.S.A. and Canada.

KAGA MARU	...	Saturday, 20th Feb.
LYO MARU	...	Wednesday, 17th Mar.
MARSEILLES, LONDON & ANTWERP	via Singapore & Ports.	
HAKONE MARU	...	Saturday, 27th Feb.
SUWA MARU	...	Saturday, 13th Mar.
FUSHIMI MARU	...	Saturday, 27th Mar.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Feb. at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar.

NEW YORK and/or BOSTON ... Saturday, 20th Feb.

TAKETOYO MARU ... Friday, 5th Mar.

HAKODATE MARU ... Saturday, 27th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Saturday, 27th Feb.

ROMHAY via Singapore & Colombo. ... Wednesday, 17th Feb.

WAKASA MARU ... Tuesday, 2nd Mar.

PENANG MARU ... Tuesday, 2nd Mar.

ALLUTTA via Singapore, Penang & Rangoon. ... Tuesday, 2nd Feb.

CEYLON MARU ... Tuesday, 2nd Feb.

RANGOON via Singapore, Penang. ... Sunday, 21st Feb.

SHINSEI MARU ... Thursday, 18th Feb.

NAGASAKI, KOBE & YOKOHAMA. ... Thursday, 18th Feb.

TANGO MARU ... Friday, 19th Feb.

SHANGHAI, KOBE & YOKOHAMA. ... Friday, 19th Feb.

TOYAKA MARU ... Monday, 22nd Feb.

HAKOZAKI MARU ... Monday, 22nd Feb.

YAMAGATA MARU ... Thursday, 25th Feb.

TUBUGA MARU ... Thursday, 25th Feb.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

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ISLA DE PANAY ... 8th Mar.

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COPENHAGEN.

The M.S.

"DANMARK"

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company Limited, where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 25th of February 1926, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashie on the 24th of February 1926 at 10 a.m.

All claims against the vessel must be presented to the Underwritten before the 27th of Feb. 1926, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO. LTD.

Agents.

S. S. "PORTHOS"

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

Consignees of Cargo from MARSEILLES &c., Cargo from Marseilles ex s.s. "ANGKOR" also cargo from Cognac, Havre & Bordeaux ex s.s. "FORMIGNY".

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unloaded after Tuesday the 23rd instant at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 26th inst. or they will not be recognized.

All damaged packages will be examined on Tuesday, the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

R. RODENFUSER,

Agent.

Hongkong, 17th Feb., 1926.

VERENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION COMPANY)

HOLLAND-OOST AZIE LIJN

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GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

TOASTING THE OYSTER.

SNAILS BEING EATEN AS A
SUBSTITUTE.

The oyster is a stirring unappealingly in its shell. The snail, on the other hand, is slow, but according to snail gourmet experts, very surely.

Snails, the proprietor of a well-known restaurant in Soho told a *Daily Chronicle* representative, are being eaten and bought by customers as a cheap substitute for oysters. "They cost at this restaurant," he said, "only 2s. 3d. a dozen with a meal, and 2s. a dozen if taken away. Good oysters, of course cost at least twice as much."

"The demand for snails by people in this country has increased very much. Ninety per cent. of my customers are English, and many of them are confirmed snail eaters. The other day a woman ate four dozen straight off for dinner. Many of my English customers bought snails from me to have with their Christmas dinners."

"I attribute the increasing demand over here partly to curiosity and partly to the acquaintance with snail dishes in France made by English people as the result of their growing habit of spending holidays on the Continent."

Low Cook.
The snail is imported from Burgundy, being reared upon vine leaves in the vineyards. They are served in their shells, one of the favourite snail dishes being escargots bordelaise—snails cooked in red wine. As both come from the vineyard, wine is considered by experts to be the natural accompaniment of the snail at lunch, or dinner, and a white burgundy is recommended.

The preparation of the snail for the table is as slow as even the slowest snail could desire.

Describing the process the "Chief Steward and Ship Stores Gazette" says:—
The snails are first boiled, then shelled and washed in running water for eight or 12 hours. They are then cooked slowly for four hours, and, after being allowed to cool, are replaced in their shells. They have then to be garnished with a preparation of butter, shallots, parsley, garlic and other seasoning.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.
Hongkong, \$1,050 b.
Chartered, \$214 n.
Mercantile A. and B., \$294 n.
P. and O., \$294 n.
East Asia, \$35 n.

Marine Ins.
Canton Ins., \$585 b.
China Underwriters, \$2,00 n.
North China, Tls. 145 n.
Unions, \$266 b.
Yangtze, \$423 b.

Fire Ins.
China Fire, \$165 b.
Hongkong Fire, \$525 b.

Shipping.
Douglases, \$30 a.
Steamboats, \$194 b. \$21 a.
Tugs, \$31 a.
Indo-China, \$38 n.
Shell Trans., \$2/3 b.
Star Ferries, \$53 b.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.
China Sugars, \$25 b.
Malabons, \$39 a.

Mining.
Benguets, \$1,50 n.
Kailans, \$3/6 b.
Langkats, Tls. 23 b.
S'hai Explorations, Tls. 5,00 n.
Shanghai Loans, Tls. 7 n.
Raub, \$5,00 b.
Tronohs, 55/- n.
Ural-Caspiana, 8/- n.

Docks, etc.
Kowloon Wharves, \$122 b.
Whampoa Docks, \$54 b.
Hongkew, Tls. 165 b.
New Engineering, Tls. 7 n.
Shanghai Docks, Tls. 108 s.

Lands, Hotels, etc.
H. and S. Hotels, \$8,50 b.
H.K. Lands, \$64 sa.
Realty, \$5 n.
Territorials, \$6 n.
Humphreys, \$13 sa.
Princes Bldg, \$120 s.
Rural Lands, \$7 a.

Cottons.
Ewos, Tls. 9 b.
Orientals, Tls. 3 n.
S'hai Cottons, Tls. 55 s.

Miscellaneous.
Amusements, \$11 b.
Ganton Ice, \$71 n.
Cements, \$14,00 n.
China Buses, Tls. 104 b.
China Lights, \$11 b.
China Prov., \$74 n.
Constructions, \$3,10 b.
Dairy Farms, \$15 b.
Der A. Wing, \$10 n.
Electrics, \$54 b.
Macao Electrics, \$40 n.
Developments, 25 cents, n.
Ropes, \$40 s.
Tramways, \$224 sa.
Lane Crawford, \$12 n.
Mackintosh, \$211 n.
Peak Trams, \$174 b.
Sinceros, \$11 s.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons (Old), \$12 s.
Watsons (New), \$12 s.
Powers, \$10 s.
Telephones, \$34 b.

The Shanghai Interport golfers left by the Empress of Australia and the Manila players by the President Taft.

ENGINEERS' DINNER.

PRESENTATION TO A POPULAR RESIDENT.

Governor Refers to Strike Trouble.

There was a notable gathering at the Hongkong Hotel last night, when, at a dinner given by the Institution of Engineers and Shipbuilders of Hongkong, a presentation was made to Mr. James Reid, manager of Taikoo Dockyard and Engineering Company upon his retirement.

The presentation took the form of an address and a Chinese silver salver, and in the speeches which were made there was an interesting reference to the history of dock progress in Hongkong.

Among those present were His Excellency the Governor, Mr. B. L. Frost (president), Mr. J. Reid, Captain Steele (A. D. C. to the Governor), Capt. Fallot, D.S.O. R.N., the Hon. Mr. P. H. Holyoak, Com. A. J. B. Stirling, the Hon. Mr. H. T. Creasy, Mr. J. S. Gillingham, Mr. R. B. Forster, Mr. J. Ormiston, Eng. Capt. McKinley, R.N., and Mr. Allan Cameron.

His Excellency the Governor referred to the recent attempts at intimidation in the Colony.

The President's Speech.

The President, Mr. B. L. Frost, proposed the future prosperity of the Engineering & Shipbuilding Industries of Hongkong, coupled with the name of Mr. James Reid, Manager of Taikoo Dockyard & Engineering Co. and said:—

It is now 41 years ago since I entered the profession as an apprentice to electrical and mechanical engineering, and it was 5 years later that I had my first introduction to shipbuilding, being engaged by Elliott Bros. of London to fit electric engine room telegraphs, helm indicators and revolution indicators to the battleship "Superb" at Chatham Dockyard.

During the 41 years I was with the firm, I fitted some 34 of H. M. ships at the Naval Yards of Chatham and Portsmouth, and also at J. & G. Thompsons (now John Brown & Co.) at Clydebank and Armstrongs Mitchell's Yard at Newcastle.

Work With the Fleet.

This work often took me to sea with the fleet, sometimes for one or two months at a time. "I was with the Channel Fleet off Stornoway in June 1894 after a great storm in the Atlantic, when three out of four of the battleships rolled so much, that it was impossible to open the main deck batteries."

"H. M. S. Repulse, Royal Sovereign, Empress of India and Resolution were the ships, and the first named was the only one with bilge keels; she was rolling 11 degrees whilst the roll registered on the Royal Sovereign was 47 degrees."

Great strides have been made not only in men-of-war, but in all kinds of ships since then, and to go down below in one of our latest warships or liners, and compare the engine rooms of to-day with what they were 40 years ago, gives one a good idea as to what the present day engineer requires to know, compared with the men of those days.

Interesting History.

The Colony has not been backward in the march of progress in engineering and shipbuilding. Chinese owned some mud docks at Whampoa before Hongkong became a British Colony. The P. & O. Company used to dock their ships in those, and sent a Mr. John Couper, (then a carpenter in their service) to look after their interests when ships were docked.

These docks were later leased to Mr. Couper, and this was the first start to engineering and shipbuilding in Hongkong.

On July 1, 1863, the Couper dock and the Lockson dock at Whampoa were taken over on behalf of the Company, and on October 11, 1868 the present Hongkong & Whampoa Dock Co. was registered, and took over the original company.

So, from small beginnings, what is now one of the finest equipped shipbuilding and engineering establishments East of Suez has come into being. In 1900, Mr. R. M. Dyer became Chief Manager, and it is largely due to his untiring energy and foresight, that Kowloon Dock is what it is to-day.

Docks and Labour.

In 1908 Taikoo Dockyard Co. was established, the work of building the docks and premises having commenced in 1900. Mr. James Reid has been connected with Taikoo Dock from the time it started working, and now retires as Chief Manager.

Both these Docks, Kowloon and Taikoo, are monuments to the untiring energy and foresight of the British, and are examples of what may be done with Chinese labour properly handled: for without the Chinese these great undertakings could never have been carried out.

Then there is another yard on the Kowloon side where up-to-date work is also done,—that of W. S. Bailey & Co., Ltd. It was started by our old friend Mr. Bailey in 1897. He was joined in 1899 by Mr. Murphy, a past President of this Institution, who died some years ago. The business was turned into a limited liability company in 1909 and some years ago Mr. Mendham, who was formerly with the H. K. and Whampoa Dock Co., joined Mr. Bailey.

Then there are the numerous Chinese yards, which, with the European owned establishments, go to make up the great engineering and shipbuilding industries of the Colony of which we can be justly proud.

Presentation to Mr. Reid.

Mr. Reid, on behalf of the members of the I. of E. & S. of Hongkong I ask you to accept this Address and, Chinese silver salver inscribed, "Presented to James Reid Esq. by members as a token of esteem on his retirement, 19th February 1926."

You, sir as a member, and also as a past president of the Institution, have always taken a keen interest in its welfare, ever giving a helping hand in its management when needed. It must be a source of gratification to you, that on leaving the Colony you should have seen the Institution rise to its present prosperous condition.

Your name will be placed on the absent members list, so that if at any future time you return to the Colony, as we trust, that you will do, you will rejoin the Institution during your stay.

Here, I might mention that the Committee have under consideration the acquisition of the premises of the Phoenix Club. We have not been able to do much in the matter to date, as there were many details to be gone into before the scheme can be put before the members, but I trust that in the next few weeks, at any rate before I hand over the presidency to another, the Institution will be in possession of the whole of the first floor of King's Buildings.

Mr. Reid's Reply.

Replying Mr. Reid said he thought it was a stage in his life which he regretted to meet as he had looked forward to more happy days in Hongkong. It so happened—those present knew what families were—that he had to leave.

He deeply felt his severance with the Association. He had made many lifelong friends. Many had left and had gone to the last long rest. He felt his departure from Hongkong keenly.

When he came to the Colony in 1908 as a raw young shipbuilder, he thought Hongkong was an easy place to live in, and that he had come to a "soft" job. He could assure them it had not been a soft job in Hongkong. It was one of the hardest jobs in the world.

He had received considerable assistance from engineers in Hongkong, and many had helped him without knowing it.

He indulged in reminiscences of his early days in the Colony, and said that he hoped he had benefited by experience.

Confidence in the Future.

Since he arrived in Hongkong the Colony had advanced by leaps and strides which one could hardly foresee.

He was quite confident that Hongkong could produce ships and engines second to none in the world. They were sometimes annoyed and tempted to swear at the labour, but he did not think they would find better labour anywhere in the world. He was only sorry that circumstances were such that he had to leave the Colony.

He hoped the Institution would continue as it had done and that it would become a centre where shipbuilders and engineers could take an interest in each other and talk matters over.

In a place like Hongkong one was dependent on the other more so than in any other part of the world. He hoped some day that he would return to Hongkong and see the Colony in an even better position than it was now, and that the shipbuilding industry would become second to none in the Far East.

Mr. R. M. Dyer, proposing "Our Honorary President," paid a warm tribute to Mr. Reid, and said he had spent his life in public service; a great portion of it in

Entertainments.

The QUEEN'S Super Cinema

LARRY SEMON

in

"THE WIZARD OF OZ"

The STAR

FLORENCE VIDOR

and

MILTON SILLS

in

"SKIN DEEP"

THEATRE ROYAL

TUESDAY, FEBRUARY 23rd at 9.15 p.m.

SIGNORA VALLARINO,

The famous operatic and dramatic soprano

Assisted by:

Signora GUZMAN—CONTRALTO

Mr. H. EDWIN GARDNER—TENOR

Mr. HARRY ORE—SOLO PIANIST

Mr. F. MASON—ACCOMPANIST

\$3, \$2, \$1.

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Hongkong. He was a man who put his heart and mind into his work as every honest man should do. He would like to assure him that the shipping and engineering industry in Hongkong had every confidence in him, and wished him the best of luck in his uphill battle at the present time.

The Governor's Speech.

His Excellency the Governor, in reply, said he thanked Mr. Dyer very cordially for the way he had proposed the toast, and also those present for the way they had received it.

He spoke warmly of the work of engineers and shipbuilders and said the engineers had made the level land on the harbour front where daily tasks were done. They had developed the wonderful industry of cutting down hills and throwing them into the sea. This was very characteristic of Hongkong.

They had made the Peak district accessible by trams and roads, and had built fine edifices in which we lived in every nook and cranny in which they could be placed.

They had built walls and docks, railways, telephones, and telegraphs. They had stored up the water in this island of fragrant streams for the benefit of the growing population. They had lit up the hills by electricity so that one hardly knew where the lamps ended and the stars began. In a word they had made the Colony a healthy place to live in.

It was the shipbuilding industry of Hongkong which had given it its wealth and importance. He was very glad to find himself in the company of the men whose craft had made Hongkong what it was to-day and to be their honorary president.

Strike Intimidation.

With all his heart he wished success to the engineering and shipbuilding industries of Hongkong and wished to avail himself of the opportunity and say a word of praise and thanks to the Chinese Engineering Guild.

For several days before Chinese New Year determined attempts were made by the Canton Strike Committee to persuade the members of the guild to down tools. They refused to do so and behaved with sound common sense.

Chinese labour was deserving of special praise for their courage despite of and in face of attempts of threats and intimidation. Those responsible had been taught the worthlessness of Bolshevik propaganda.

The Guild had set a fine example which others had followed. Chinese New Year had now well begun and the victory over the Canton Strike Committee was complete. He hoped that this marked the beginning of the end of the trouble which through no fault of ours we had been involved in. It was only right that the engineering and shipbuilding guilds should have shown the way.

Colony's Life-Blood.

Mr. J. Ormiston proposed the toast of the visitors and coupled with it the name of Mr. Reid.

The Hon. Mr. P. H. Holyoak, replying, said it had been stated that the shipbuilding and engineering industries were the life blood of the Colony. From personal observations during his time in the Colony he had seen, in 25 years, ship after ship launched which succeeded each other with improvement upon improvement, until some of the recent ones had equalled ships which could be made in any part of the world.

He would not hesitate to prophesy that the greatest future of the Colony was still to come, and that the present circumstances would quickly die away. The present position, due to circumstances over which we had no control, was merely a passing one.

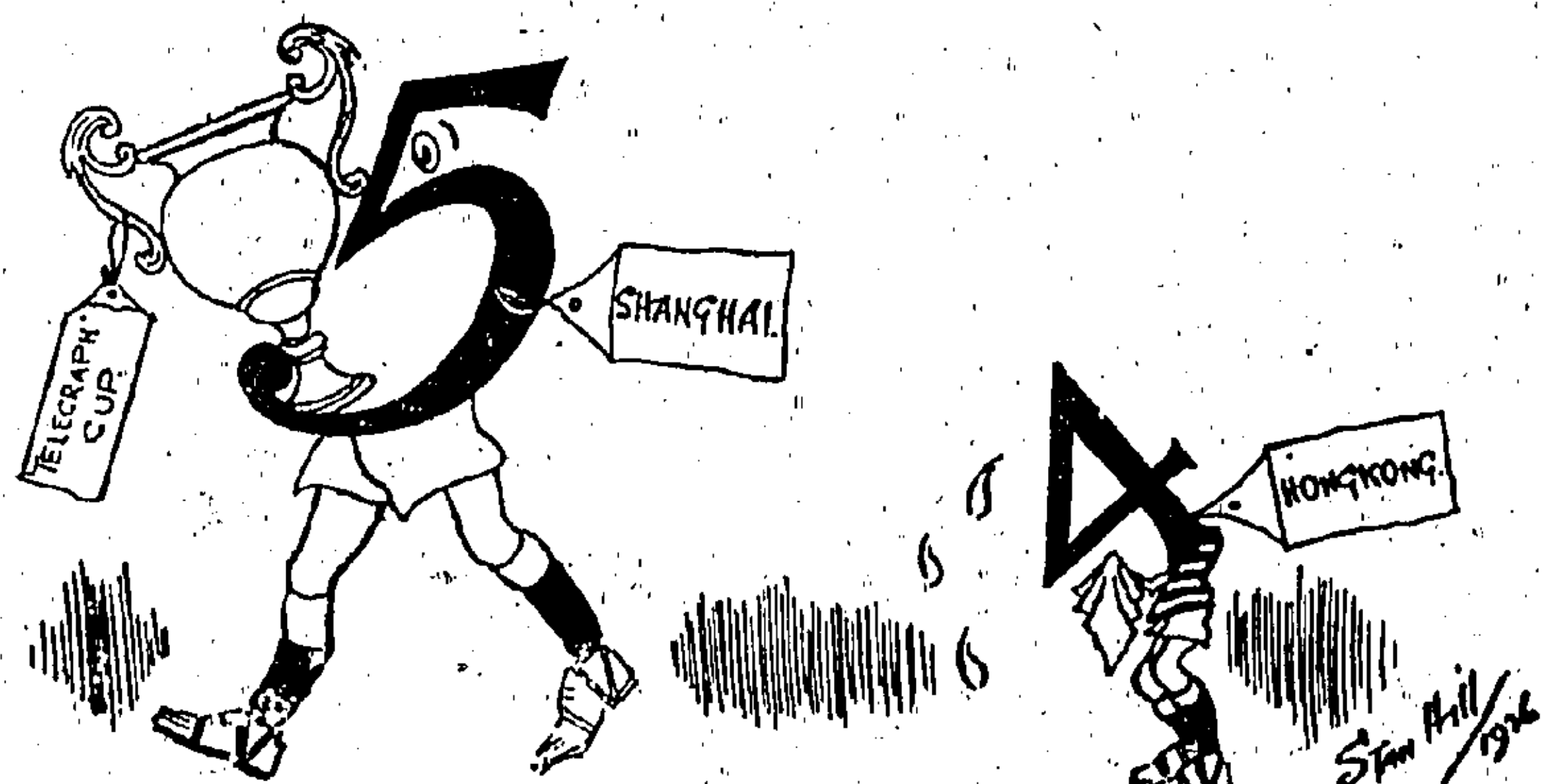
A Great Future.

He believed Hongkong was destined to be greater in the next ten years than anyone could dream of. Ships were being built beyond contracts, and this was due to the fact that the workers devoted themselves to the defeat of the conditions with which they had to battle.

There had been ships launched from both yards which surpassed ships ever built in the history of the Colony. He did not speak as an expert, but he believed the difficulties through which we were passing, would be of a very short duration, and that permanent progress had not been interfered with and that the principles which had made the Colony great would make it greater still.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



SHANGHAI WON THE 'TELEGRAPH' INTERPORT
CUP BY 5 GOALS TO 4.